



# MALKILN NEW SETTLEMENT

## WELCOME

Welcome to the consultation for the Maltkiln New Settlement masterplan framework which will inform further detailed masterplanning and planning applications and to support co-ordinated high-quality development.

The content of the Framework has been progressed through collaborative discussions with North Yorkshire Council and Caddick, as the main promoter of the new settlement. This Framework addresses the design principles and requirements set out within the New Settlement DPD.

### WHAT IS THIS CONSULTATION ABOUT?

Following adoption of the Maltkiln DPD, Policy NS3 requires an allocation wide masterplan to be produced. Following workshops between Caddick as the main promoter and the Council, a Masterplan Framework Document has been prepared which establishes a set of parameters which will inform more detailed design work and planning applications.

A full version of the Masterplan Framework Document will be available online for comment on the Council's website. The purpose of this event is to outline the key topics and provide an introduction to the Masterplan Framework Document.

### THE VISION

Maltkiln is a new settlement with a distinctive identity where people want to live, work and spend time. Developed around convenient rail access to Harrogate, Leeds and York, it is set in an enhanced rural landscape of farmland, woodland and wetland; beyond which lies characterful historic villages and formal gardens.

The heart of the community is a vibrant new local centre, easily accessible to the community and provides convenient rail access and employment opportunities. With a range of shops, cafés, services and facilities, the local centre is an attractive place to spend time and caters for most day-to-day needs. It also provides additional services to nearby residents to complement those available in other villages.

Maltkiln is a desirable place to live, with characterful mixed neighbourhoods providing a wide range of house types and

tenures along attractive village streets and tree-lined avenues. But it's also a great place to work, with workspaces and home-working supported by excellent connectivity. It's a place where people are not dependent on a car. It has a network of safe and attractive walking and cycling routes which connect people, places and facilities, including nearby villages; while bus and train links enable longer journeys.

Attractive and accessible green spaces both within and around Maltkiln provide increased space for nature, as well as placing recreational opportunities close to the community and contributing to Climate Change resilience.

Maltkiln is a sustainable settlement designed to cope with the impacts of a changing climate where people can enjoy net zero carbon living.





# MALTKILN NEW SETTLEMENT

## THE PROCESS

### LOCAL PLAN



Establishes the principle of a new settlement, broad location and requirements (e.g. minimum number of homes and facilities).

### DEVELOPMENT PLAN DOCUMENT (DPD)



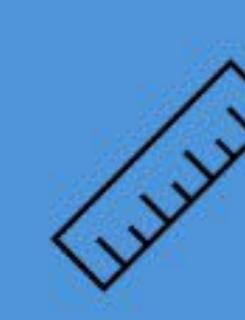
Sets the boundary, vision and policies to guide development. Requires further strategies to ensure a comprehensive approach to development.

### CLIMATE CHANGE STRATEGIES



These show how Maltkiln will mitigate and respond to the impacts of climate change. Principles to be reflected in the masterplan framework and planning applications.

### MASTERPLAN FRAMEWORK



Establishes a clear set of parameters to inform more detailed design work and planning applications. Provides a framework for land use, layout, access and landscaping.

### INFRASTRUCTURE DELIVERY STRATEGY



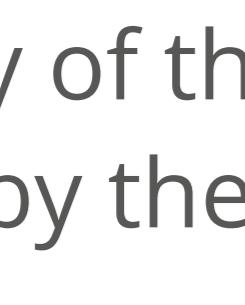
Sets out exactly when and how infrastructure will be delivered across the whole development.

### DESIGN CODES



Set more detailed design parameters such as density and materials. Prepared for the local centre and every phase of development.

### PLANNING APPLICATIONS



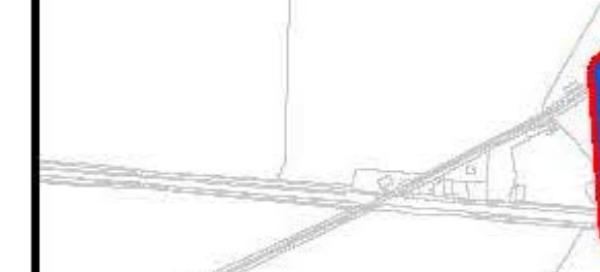
To be prepared in line with the policies and strategies above and contribute to the overall vision for Maltkiln.

### DEVELOPMENT PROCESS

The Harrogate Local Plan identified a broad location for a new settlement to be located in and around the Maltkiln area. A series of options were put forward, consulted on by the Council and a final boundary chosen as shown below. The location and boundary of the new settlement together with policies are included in the Maltkiln DPD. This was subject to consultation, Examination by the Planning Inspectorate and adoption by the Council last year.

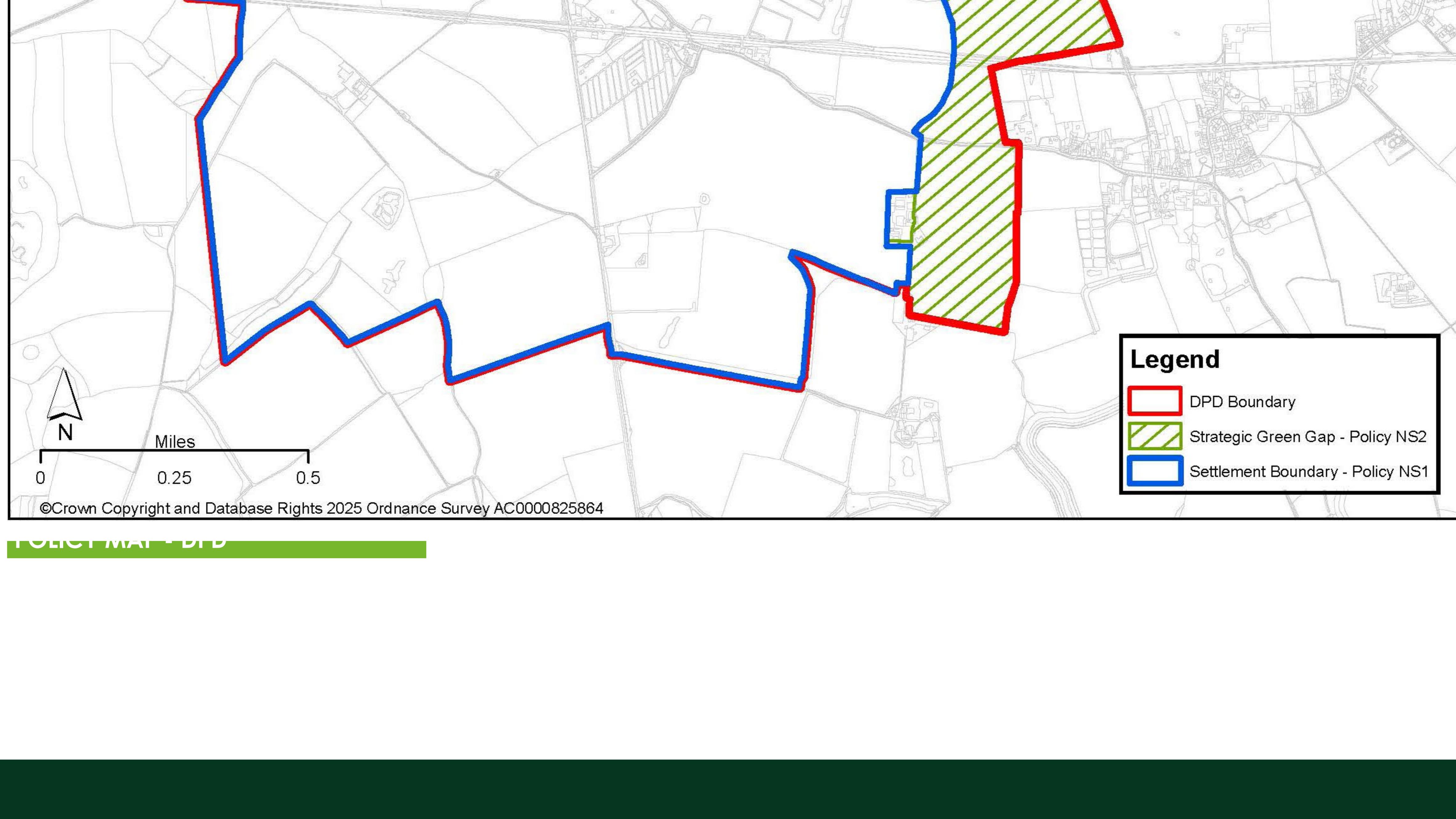
A series of climate change strategies have been developed, and these have been used to inform a Masterplan Framework Document which provides parameters and guidance which planning applications are required to follow. The following boards demonstrate some of the key themes in the Masterplan Framework Document which will be available on the Council's website.

As shown in the process flow above, following adoption of the Masterplan Framework Document there will be an infrastructure delivery strategy, design codes and planning applications.



### Maltkiln Policy Map

Project: New Settlement (Maltkiln) DPD





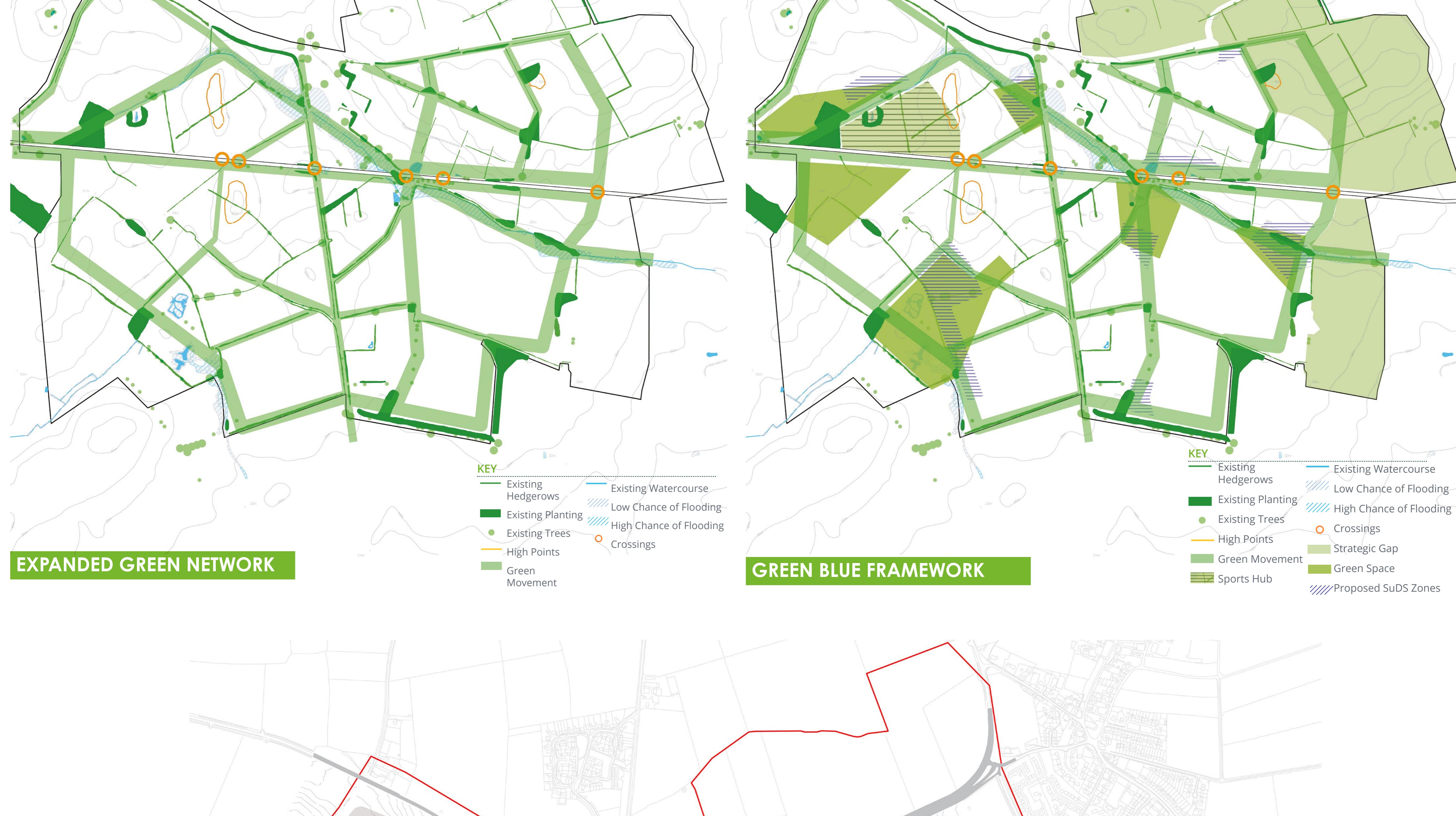
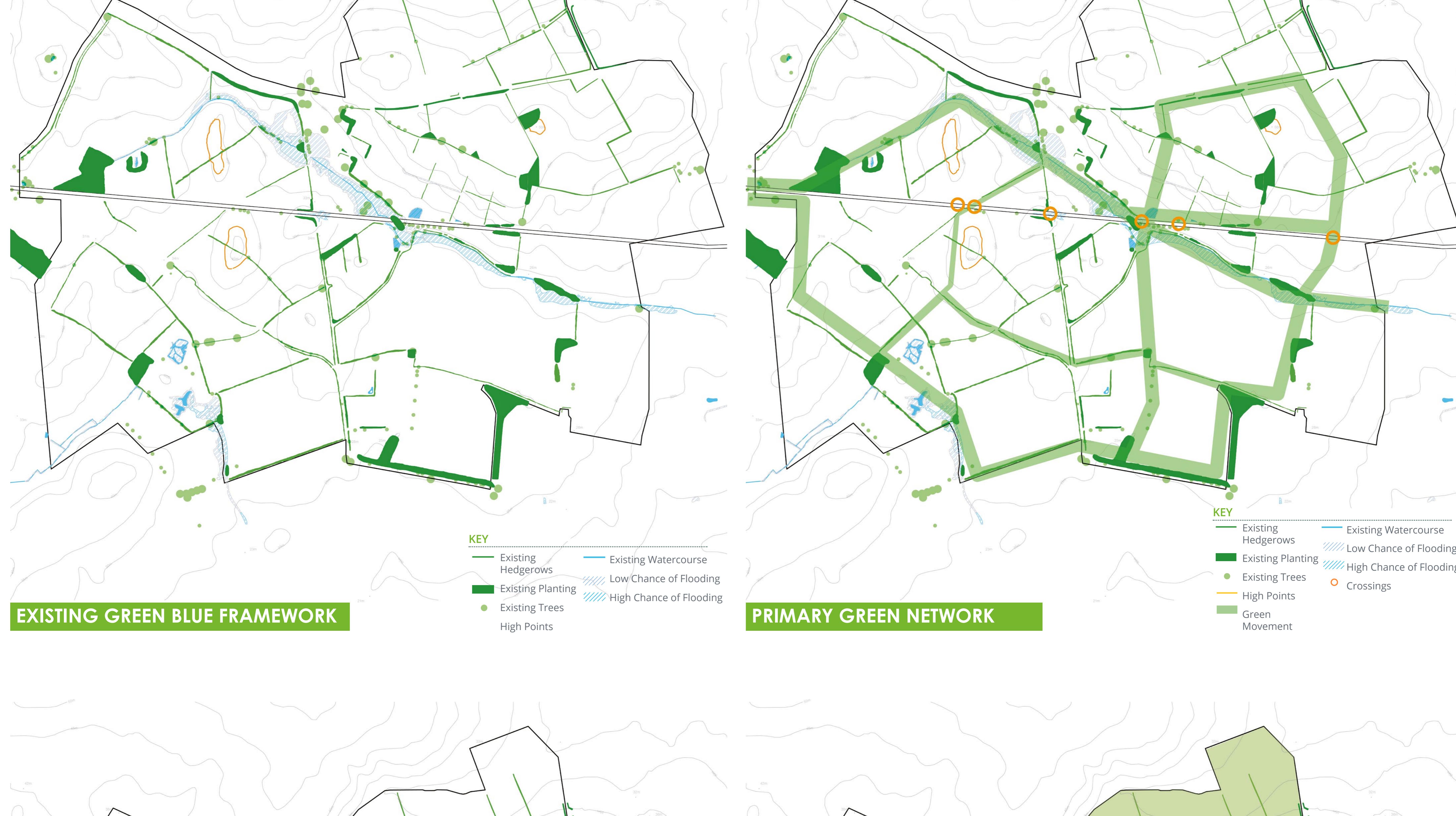
# MALTKILN NEW SETTLEMENT

## GREEN | BLUE INFRASTRUCTURE

Existing field boundaries and trees will be retained wherever possible, integrating them into publicly accessible open space. Where possible, existing roads and lanes which are not required for vehicle movement will be used for active travel, further supporting the retention of associated field boundaries. These retained linear landscape features and landform will form the basic framework of a green / blue/ movement network. Opportunities to create a substantial and interconnected green network formed around existing features. This naturally creates a distinctive character for Maltkiln and will enable residents to move around the development by walking or cycling.

Certain areas of the site will naturally lend themselves to be expanded as high-quality areas of open space with distinctive character. This includes:

- The lower lying area to the south west which will likely contain a proportionately large amount of sustainable drainage features;
- Constrained land to the west due to the high pressure pipeline;
- Confluence of north-south and east-west routes such as the east central area.





# MALTKILN NEW SETTLEMENT

## TRANSPORT AND MOVEMENT

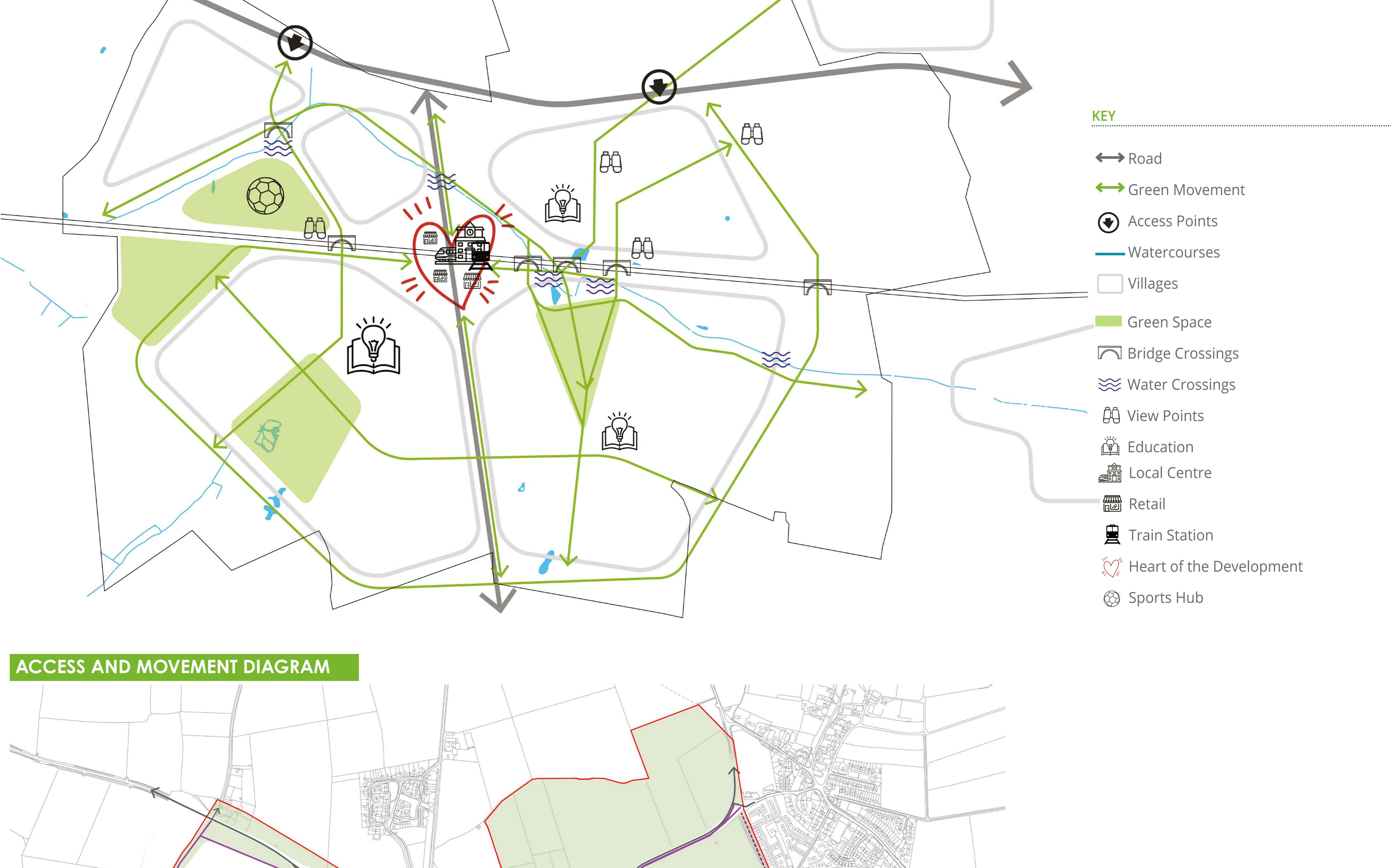
### INCLUSIVE ACCESS

Facilities will be provided to allow inclusive access between all dwellings and the amenities proposed within the local centre. This, coupled with the new public transport and mobility hub network, will allow all residents to access the local centre and train station, providing access for all to the employment, retail and leisure facilities within Maltkiln and the wider regional area.

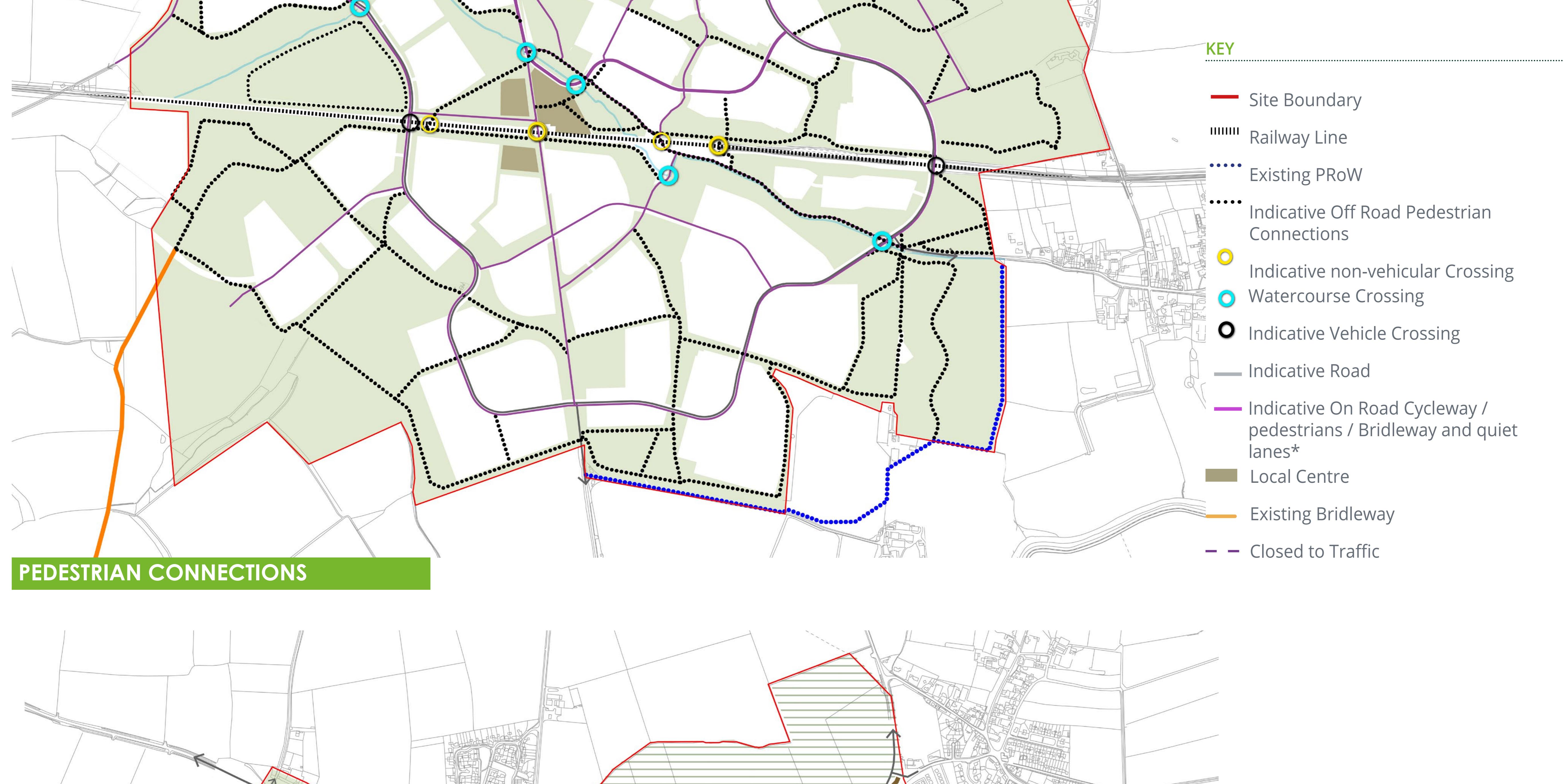
To support the use of the internal pedestrian and cycle network and make travel within the settlement as seamless as possible, mobility hubs will be provided across Maltkiln including a central hub at Cattal Station, which will be connected to a series of satellite hubs throughout the settlement. These will include travel information displays, delivery lockers, bike repair stand and bike storage and EV charging bay.

### DESTINATIONS AND DESIRE LINES

Movement across the site has been considered relative to key destinations such as the existing railway station and village centre, schools, sports hub and employment areas. The most direct routes will be accommodated wherever possible to encourage local trips through walking, wheeling and cycling.



ACCESS AND MOVEMENT DIAGRAM



PEDESTRIAN CONNECTIONS

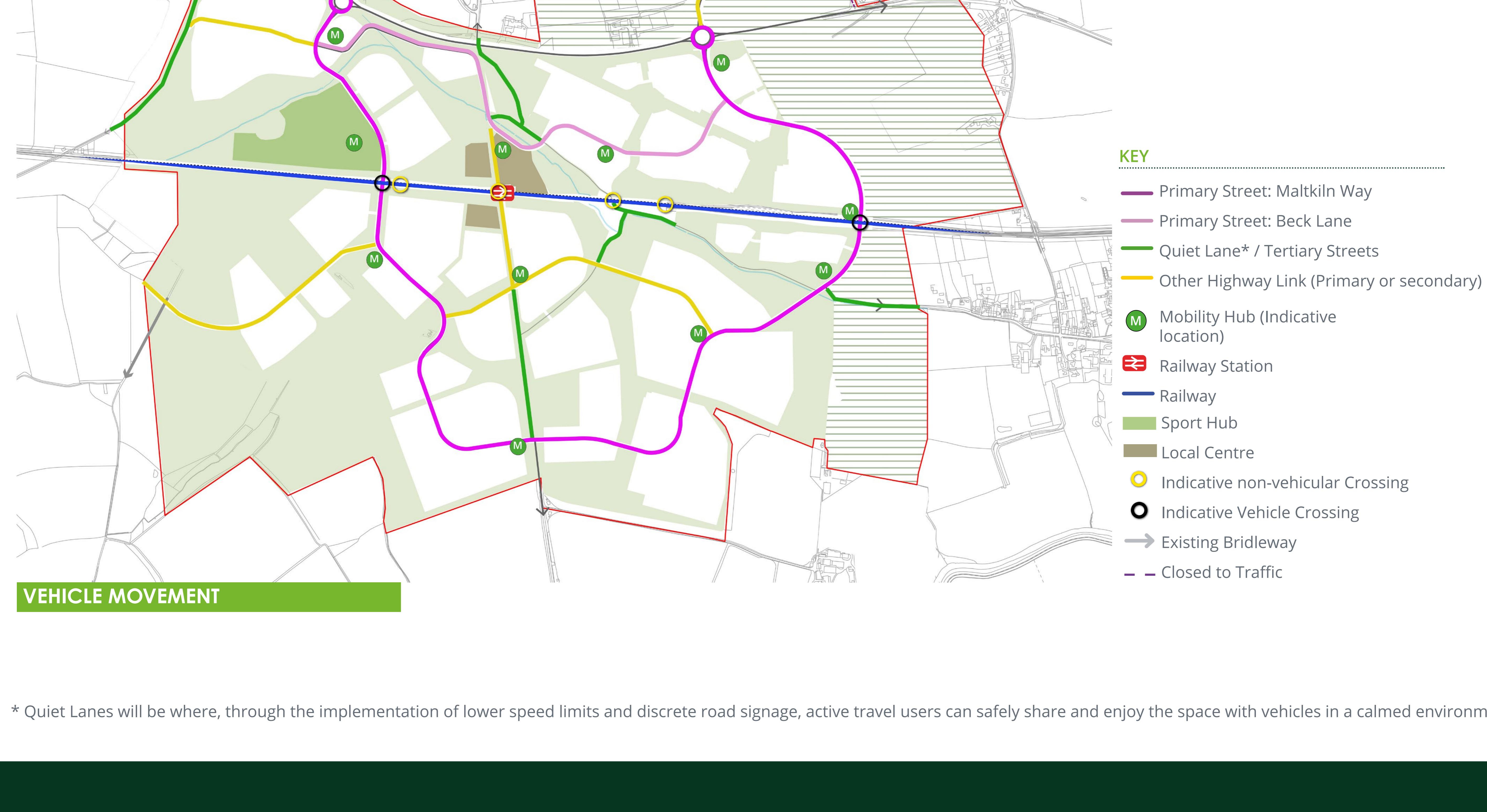
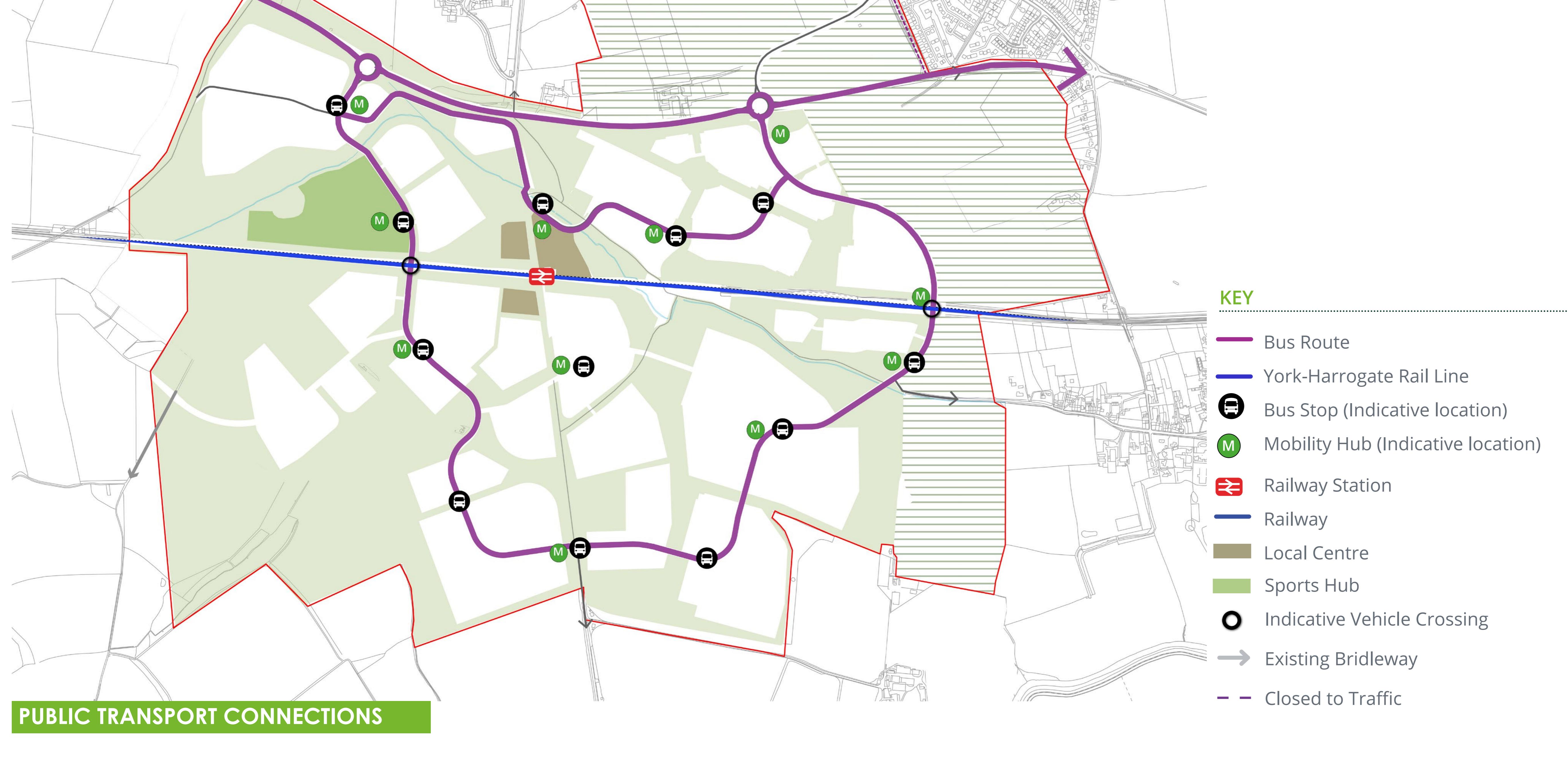
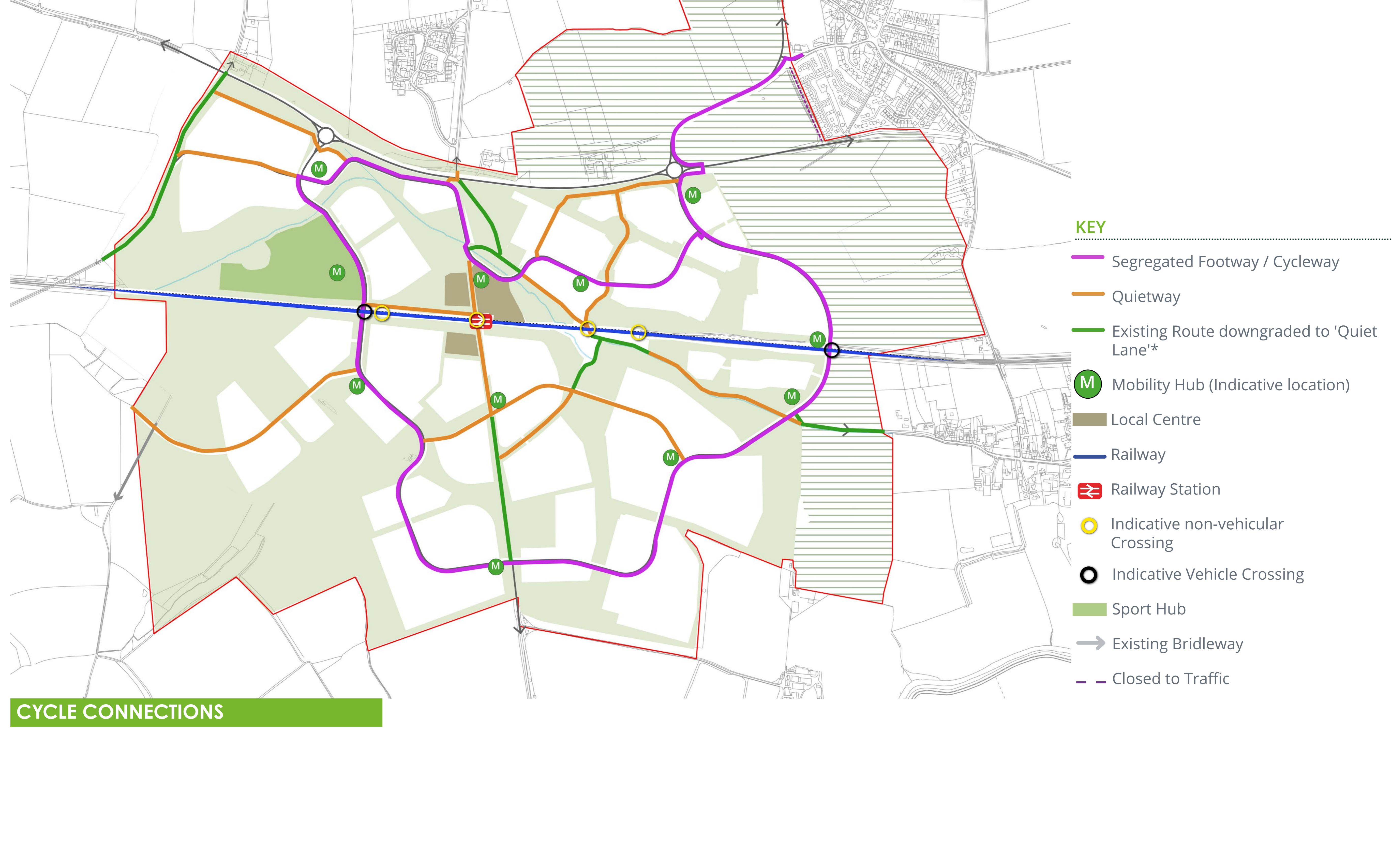


RECREATIONAL CONNECTIONS



# MALTKILN NEW SETTLEMENT

## TRANSPORT AND MOVEMENT



\* Quiet Lanes will be where, through the implementation of lower speed limits and discrete road signage, active travel users can safely share and enjoy the space with vehicles in a calmed environment.



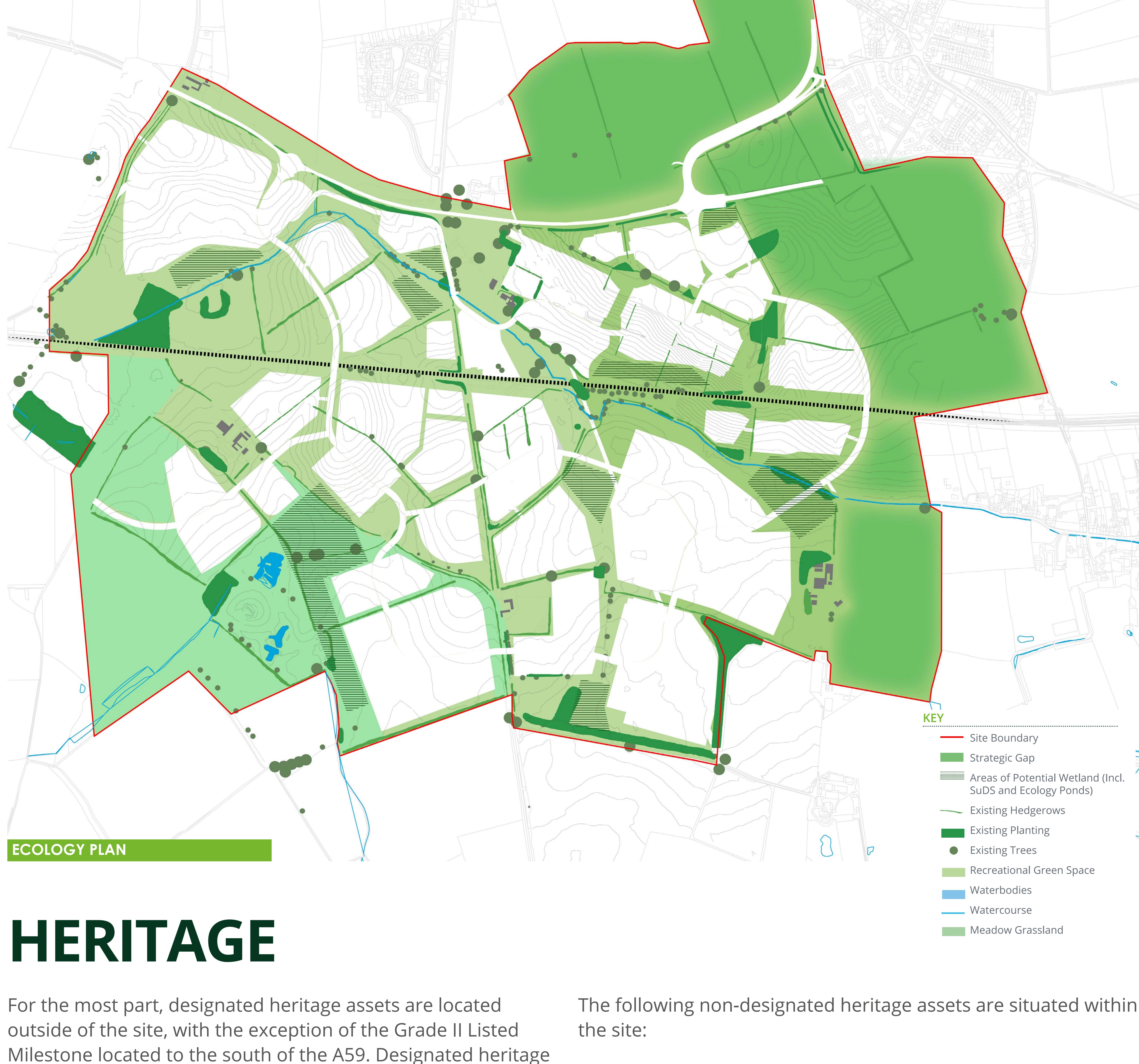
# MALTKILN NEW SETTLEMENT

## ECOLOGY

The site is not part of or adjacent to any statutory designations. The only statutory designation of international importance for nature conservation within 10km of the site is the Kirk Deighton Special Area of Conservation, approximately 6.88km to the south west. The nearest Site of Special Scientific Interest is located approximately 0.89km to the south of the site, at Aubert Ings.

There are no Local Nature Reserves within or adjacent to the site. There are two Sites of Importance for Nature Conservation within 2km of the site, Syke Dike Willows, 1km and Tockwith Ings 1.2km to the south east of the site.

Detailed proposals of layout and design will be informed by the ecology and existing landscape in the area and retain and enhance existing ecological and landscape features.



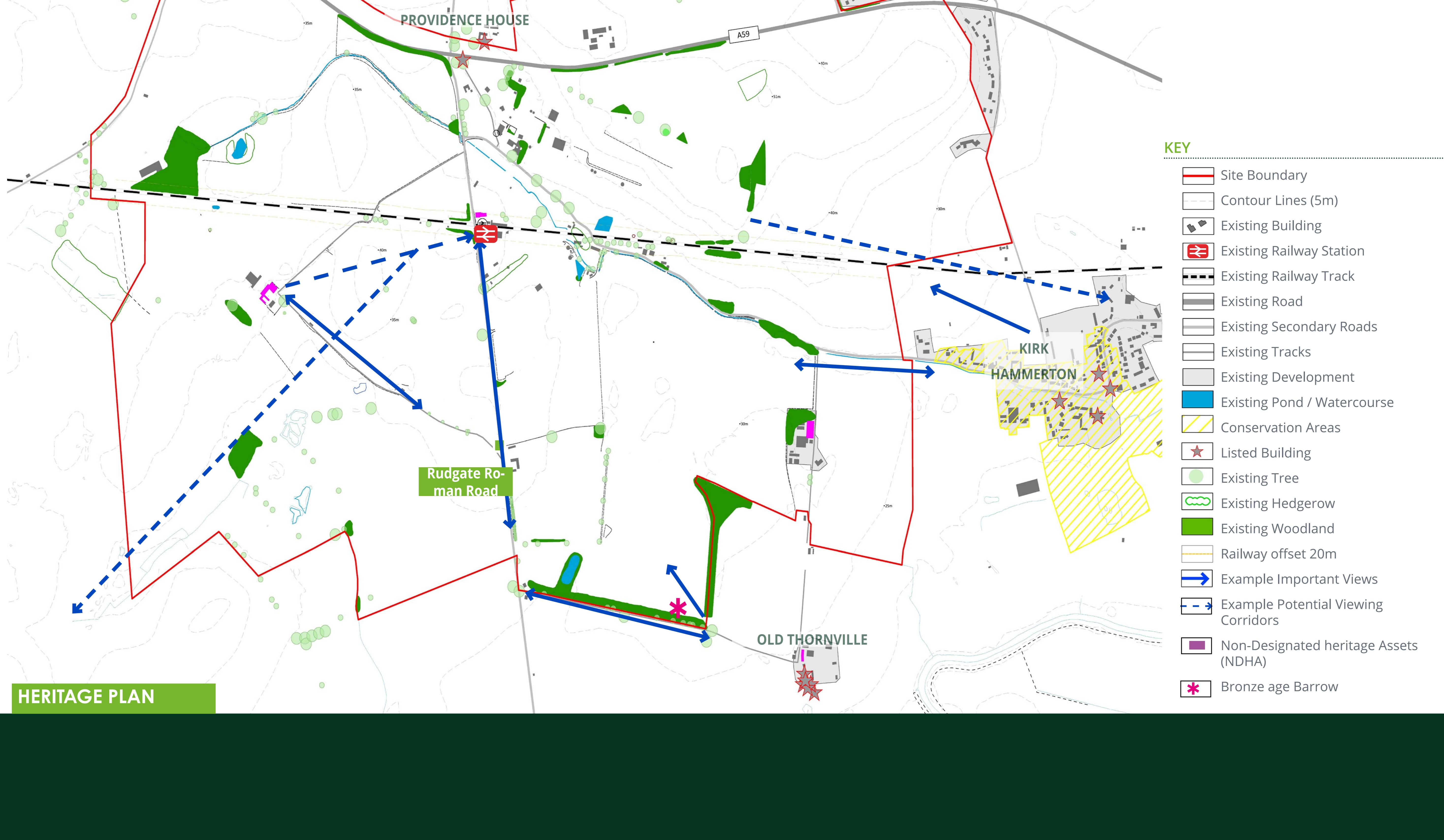
## HERITAGE

For the most part, designated heritage assets are located outside of the site, with the exception of the Grade II Listed Milestone located to the south of the A59. Designated heritage assets within close proximity to the site include:

- Grade II Listed Providence House
- Grade II\* Listed Old Thornville
- Kirk Hammerton Conservation Area
- Green Hammerton Conservation Area

The following non-designated heritage assets are situated within the site:

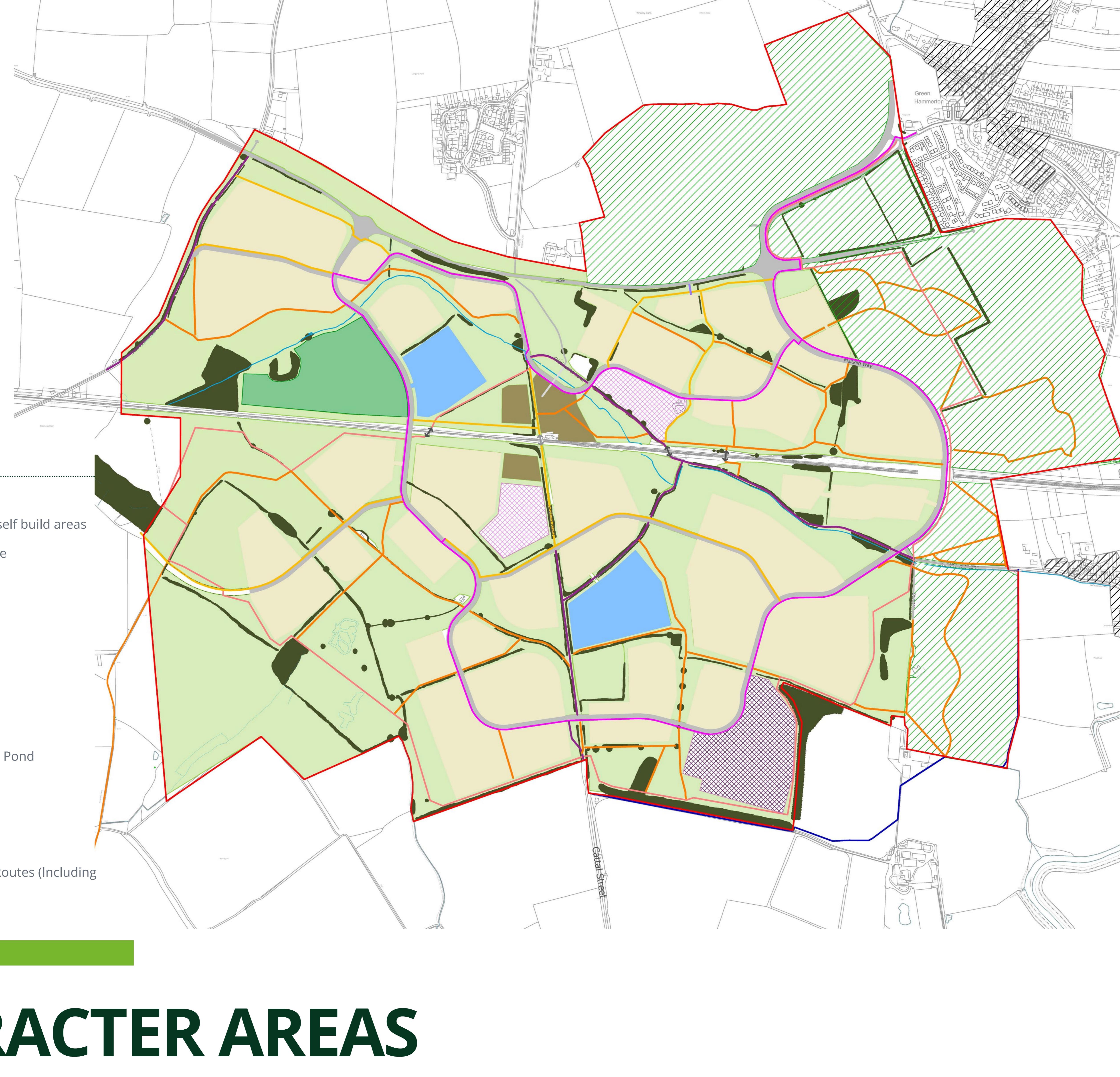
- Cattal Grange
- Cattal Cottage
- Outbuildings at Westfield Farm
- Cattal Station and Skew Bridge
- Rudgate Roman Road





# MALTKILN NEW SETTLEMENT

## LAND USE AND INFRASTRUCTURE



## CHARACTER AREAS

### KEY INFLUENCES

Maltkiln will have a distinctive urban form and structure, influenced by existing site features, topography and principles of best design and practice.

#### MALTKILN CENTRE

Heart of the community with up to 4 storey buildings. The village centre should reflect the successful qualities of local' town / village centres.

#### MALTKILN COMMON

Maltkiln Common should incorporate a rural fringe with a lower density frontage.

#### BECK PARK

Naturalistic edges, maximise water feature, lower density frontage.

#### LINGFIELD PARK

Lingfield Park should have a strong frontage to provide enclosure with medium / high density.

#### ROMAN ROAD

The Roman Road corridor will have frontages set back, framing the road alignment in a medium density.

#### A59 FRONTAGE

Naturalistic / rural edge with green buffer. Development to be largely screened to maintain existing character of the A59 to the east and west of the site.

#### MALTKILN CENTRE

#### MALTKILN COMMON

#### BECK PARK

#### LINGFIELD PARK

#### ROMAN ROAD

#### A59 FRONTAGE

### URBAN-INFORMED CHARACTER

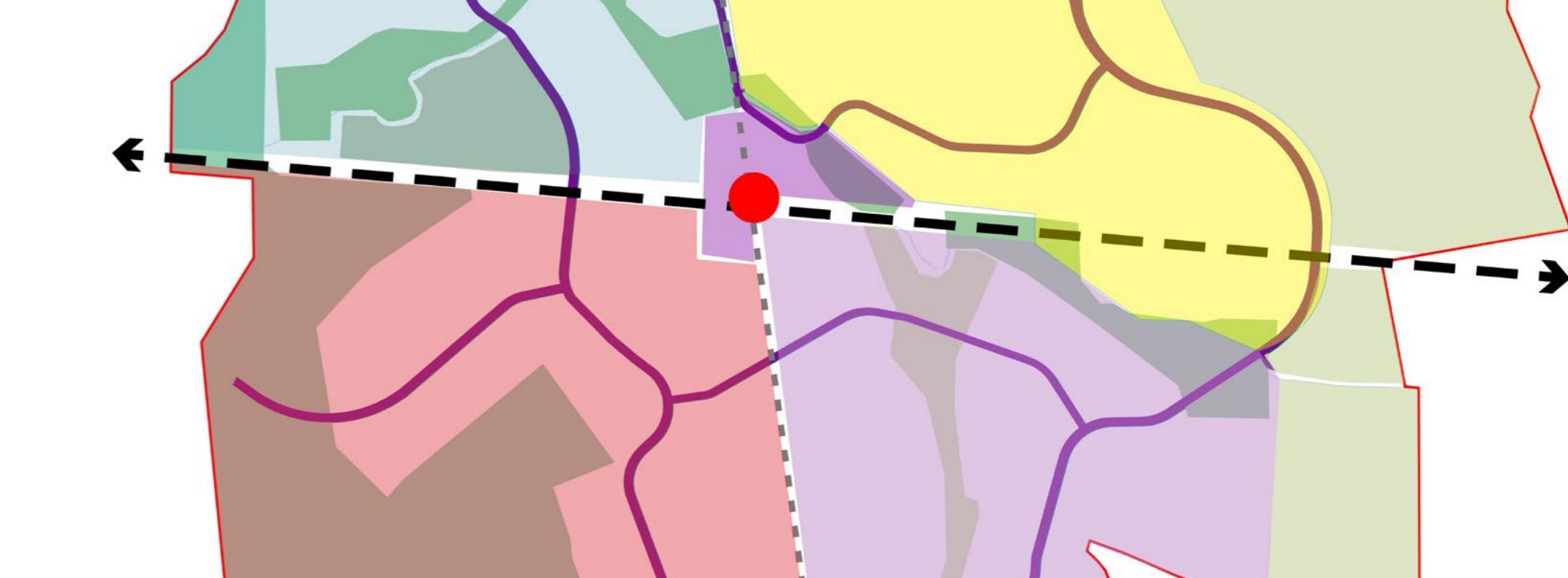
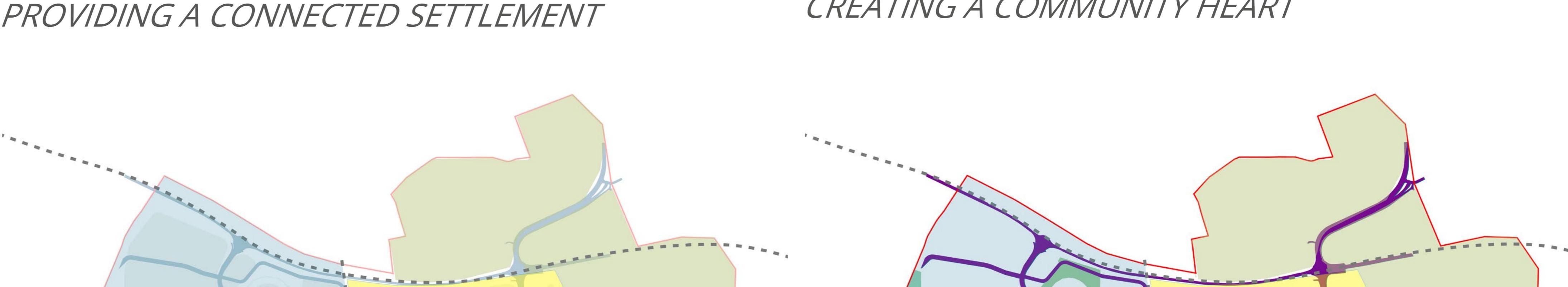
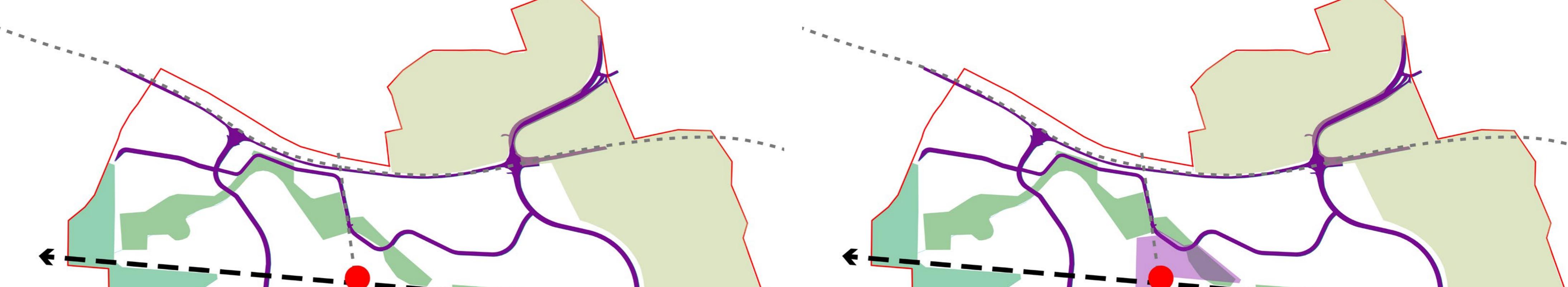
Four distinct character areas will create a distinct sense of place in different parts of the site, these are:

Gilsthwaite

Thornville

The Grange

Gelsthorpe

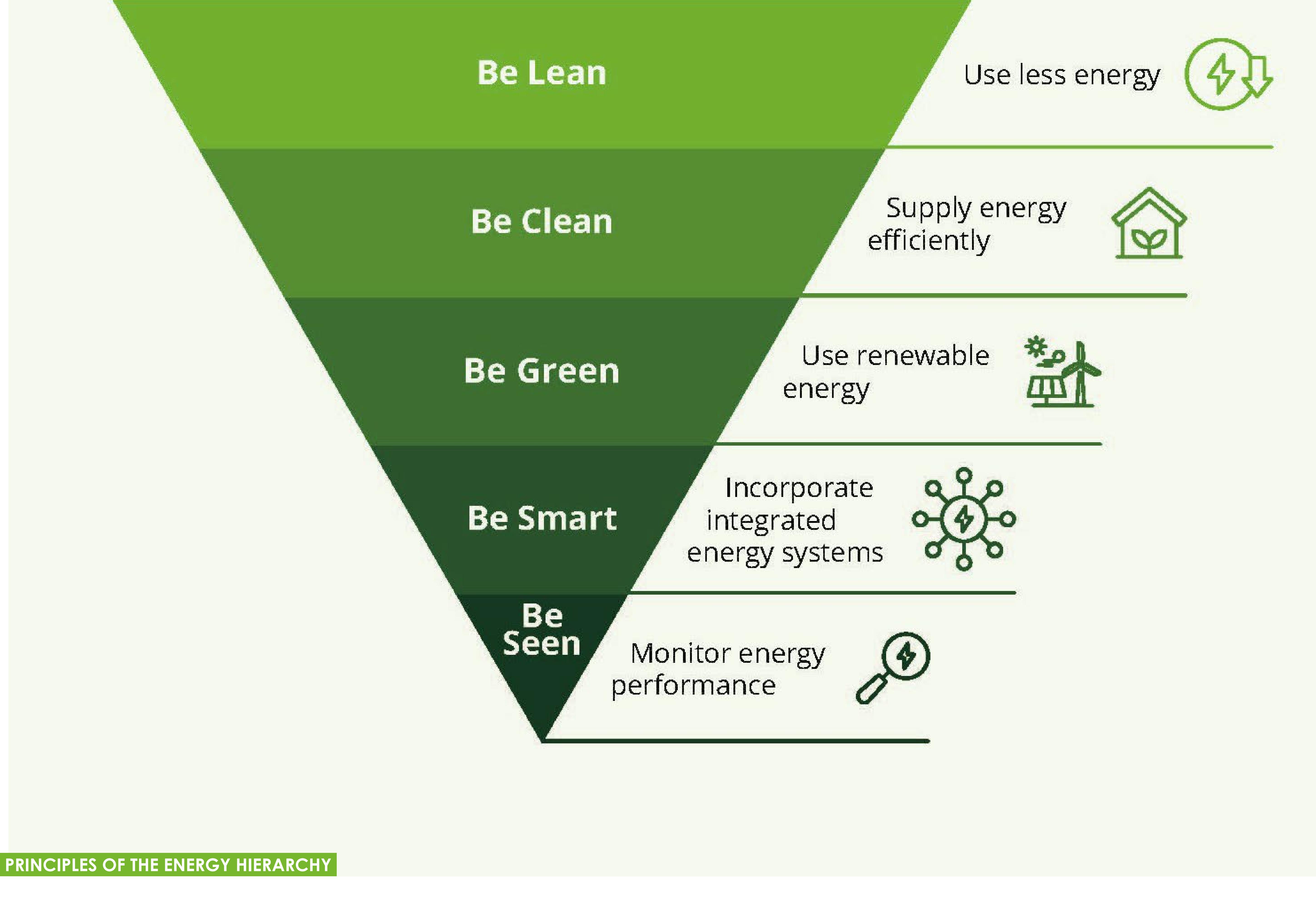




# MALTKILN NEW SETTLEMENT

## SUSTAINABILITY

Design will follow the principles of energy hierarchy shown below.



### PRINCIPLES OF THE ENERGY HIERARCHY



### SUSTAINABILITY PLAN

## CONTACT US

Thank you for your time today! We hope you found the event informative. Please provide us with your views below.

@ Email: [PlanPolicy.har@northyorks.gov.uk](mailto:PlanPolicy.har@northyorks.gov.uk)

Feedback can also be provided through forms at the event and online <https://northyorks-consult.objective.co.uk/kse/>

All feedback must be received by 30th January 2026

SCAN HERE TO  
SHARE YOUR  
THOUGHTS!

