MALTKILN

NEW SETTLEMENT

MASTERPLAN DOCUMENT

JANUARY 2026

NORTH YORKSHIRE COUNCIL

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MALTKILN : MASTERPLAN DOCUMENT

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1 Introduction

1.1 This Masterplan Document has been produced by Stantec, collaboratively with the Council and stakeholders to guide future planning applications within the new settlement. It has been produced in accordance with the design principles set out within the New Settlement DPD. All applications for development within the new settlement are required to be consistent with this Masterplan Document.

PURPOSE OF THIS FRAMEWORK

1.2 The purpose of this document is to set a clear masterplan framework to inform further detailed masterplanning and planning applications and to support co-ordinated high-quality development.

1.3 The purpose of this document is to:

- Provide guidance on the appropriate land use mix, scale, layout, access and landscaping principles;
- Establish a clear vision to sufficiently inform further masterplanning and design codes and subsequent planning applications;
- To provide certainty that the type, layout and design of the new settlement will contribute to achieving the overall masterplan vision; and
- Assist in co-ordinating and integrating new development and avoiding a piecemeal approach.

1.4 This document forms an overall development framework for the site and detailed site-wide design code must support all outline applications. This must translate the vision and early design work into a set of binding rules and requirements to secure delivery of high-quality placemaking, in line with best practice guidance.

1.5 Site-wide design codes must secure a coherent and high-quality outcome, covering built form, architectural detailing, materials, landscape character, and street hierarchy. Reserved matters applications are then to be considered in the context of the relevant approved design code.

POLICY NS3 PRINCIPLES	HOW THE PRINCIPLES ARE ADDRESSED
A mixed-use local centre should be located directly adjacent to Cattal railway station. Supported by footfall from local employment and high levels of home and hybrid working, the centre should form the 'heart of the community' providing a hub that meets the community's day-to-day needs with a mix of employment uses, flexible co-working spaces, education, shops, community services and other facilities.	The local centre is required to be delivered in the location shown on the Land Use Plan. Within the local centre will be a community hub, healthcare facilities, office space, convenience stores, as well as food and beverage uses. It will prioritise walking and cycling to contribute to the delivery of a climate resilient place.
Include land necessary to deliver the 'last-mile' delivery strategy required by policy NS5.	Mobility hubs with cycle / car share options are required to be delivered across the new settlement, as shown on the active travel and movement plans. One of these will be situated at the local centre to incorporate the existing rail station.
The residential areas should be provided with accessible open space and green linkages, including through tree-lined streets where appropriate, connecting throughout the settlement providing soft buffers between neighbourhoods as well as providing net gain and enriching biodiversity, while providing accessible green spaces to residents.	The Green Infrastructure Plan is provided at Figure 9 which includes strategic off-plot open spaces and green linkages. The existing landscape structure of the site will be retained and reinforced by integrating the existing woodland, trees, and hedgerows. Tree-lined streets will be provided where appropriate. The locations of components of the public space network are to be delivered as shown on Figure 9, including natural/semi-natural open space, amenity green space, and green corridors.
The proposed residential neighbourhoods should be developed at a range of densities in order to achieve a diverse mix of housing types and tenures.	A range of densities are required to be delivered on site. These will be established within Design Codes accompanying future planning applications.
Areas at risk of river or surface water flooding now, or expected to be at risk in the future due to climate change, should be incorporated into the green blue infrastructure network in accordance with policy NS11.	Areas of river flooding associated with the Beck can be seen on Figure 4 which also identifies areas of surface water flooding. These have been incorporated into the indicative drainage plan, shown on Figure 10, to demonstrate how these risks will be mitigated.
The need to identify the main components of a holistic approved drainage strategy for the whole settlement as required by policy NS11.	An indicative drainage plan is shown on Figure 10. This includes proposed SuDS areas to manage and minimise peak surface water runoff, as well as ensuring the development is resilient to climate change. An appropriate drainage strategy for the overall development will be required at a later stage. This will ensure there is no adverse impact on flood risk.
Sufficient high-quality accessible open space should be provided including the provision of parks and gardens, natural and semi-natural green space, outdoor sports facilities, amenity green space, provision for children and young people, allotments and community gardens etc.	The Green Blue Framework shown on Figure 8 identifies the areas which should be developed as areas of open space. The specifics of what should be included can be found in the Landscape Strategy which highlights the provision of natural/semi-natural open space; amenity green space and green corridors; community growing spaces; a sports hub; and play. The Green Infrastructure Plan on Figure 9 shows the variety of different open space and play provision which should be provided.
Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of the green blue infrastructure.	Detailed drainage strategy must incorporate a well integrated green and blue infrastructure that will further inform the framework established in figure 8, ensuring a variety of drainage systems are incorporated in the design to provide high quality usable spaces with amenity value.
Existing site conditions such as the landscape topography should be used to create vistas of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station.	The document emphasises that development should be strongly influenced by existing topography. Key views and vistas identified in Figure 2 must inform detailed design to create view corridors towards nearby heritage assets and that the consideration of key features and viewpoints are considered and incorporated into the proposal.

POLICY NS3 PRINCIPLES	HOW THE PRINCIPLES ARE ADDRESSED
There should be a contextual use of edge treatments across the development. Some outer areas should adopt a soft rural edge to integrate sensitivity into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes through the development.	As set out within this document, proposals should include a substantial element of boundary landscaping to screen views from the villages of Green Hammerton and Kirk Hammerton. The provision of structural planting will reflect the existing pattern and character of settlement edges. Proposals should have distinctive urban form and should be strongly influenced by existing site features.
A number of integrated character areas that complement existing landscape and settlement features should be adopted to ensure that the new settlement is more than a single place.	The Broad Character Areas shown in section 6 have been adopted to complement the existing landscape and settlement features. The areas identified are the Maltkiln Centre, Maltkin Common, Beck Park, Lingfield Park, Roman Road, and the A59 Frontage. Separate Design Codes for these areas will be produced and submitted with outline planning applications. This will ensure that, while still integrating successfully, each area is designed in a way that reflects its individual features to provide distinctive areas within the development site. Figure 24 provides a Broad Character Areas masterplan.
Layouts and design should minimise the need to use or own private vehicles by encouraging walking and cycling, enabling public transport – including bus provision along primary routes connecting the residential neighbourhoods to the local centre and strategic destinations, and recognising the changing scope of mobility to accommodate car clubs, on-demand travel and micro-mobility – such as scooters, cargo bikes and mobility vehicles.	Section 4 of the framework provides information on access and movement within the site. It highlights desire lines that should be accommodated wherever possible to encourage walking, wheeling and cycling. Figure 15 provides a map of pedestrian connections which shows that existing PROWs should be linked to a new network of pedestrian routes throughout the site to encourage active travel. Figure 16 provides a map of cycle connections which demonstrate the site's ability to promote this mode of transport. The framework also highlights public transport connections to ensure the new settlement minimises the need to use or own private vehicles. The integration of mobility hubs with cycle/car share options will aid minimising the need or use of private car ownership.
Development that delivers a walkable and connected 20-minute neighbourhood, as required by policy NS5.	The access and movement information provided in Section 4 includes an assessment of destinations and desire lines that should be accommodated. This will allow for a walkable and well-connected neighbourhood. Design Code / Planning applications will demonstrate how permeability is designed into development / land parcels to support walkable neighbourhoods.
Provision of a clear design vision to create high quality and sustainable buildings and places.	The Framework provides the overall design vision of the site which has been strategically thought out to deliver a sustainable and high-quality development. This vision must be followed to ensure this is the outcome.
Legible walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond.	A map of pedestrian routes can be seen on Figure 15 of Section 4, and a map of cycling routes is included in Figure 16. All applications should follow the principles set out in Section 4 to ensure that key destinations are well connected inside and outside of the settlement boundary.
Provision of a network of connected walking and cycling routes suitable for recreational trips of varying lengths that include connections to key open space within the settlement, the surrounding countryside and Green Hammerton, Kirk Hammerton, and Cattal.	A map of pedestrian routes is provided on Figure 15, and a map of cycling routes on Figure 16. These maps include connections from Green Hammerton and Kirk Hammerton to Cattal railway station. All applications should follow the principles set out in Section 4 to ensure these connections are present.
The layout and design should respond to, protect, and enhance, the historic and natural environment.	Section 3 of the framework provides information on protecting and enhancing the historic environment of the site. It gives an overview of principles for achieving the conservation of the significance of the heritage assets, or where unavoidable, the minimisation of harmful impacts through mitigation measures. Section 2 of the framework provides information on protecting and enhancing the landscape and ecology. It states that the site provides an opportunity for biodiversity enhancement which should be a focus of any proposed development and provides a landscape strategy which should be followed.

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, which promote social interaction and opportunities to meet, by 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 which promotes Health and Well-Being of residents by enabling healthy lives, where people are not dependent on a car. It has a network of accessible, 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.

The proposal will create a distinctive development which is sympathetically designed to respect the surrounding built and natural environment.

SITE LOCATION AND DESCRIPTION

1.6 The Site covers approximately 344 ha of land to the east of the A1(M). It is strategically located between York and Harrogate, centred around Cattal Station, which provides direct access to the York-Harrogate-Leeds railway line, which in turn connects to the East Coast Mainline at York and the wider rail network via York and Leeds.

1.7 The Site is level to gently undulating with an average elevation of approximately 50m Above Ordnance Datum (AOD). The northern portion of the Site is bounded by the A59 with adjoining agricultural land bordering the southern, eastern and western boundaries. The Site is bisected from north to south by Cattal Street and from east to west by the railway line.

1.8 The village of Green Hammerton lies to the north-east, with Kirk Hammerton to the east and Whixley to the north-west, beyond the A59. These villages and nearby hamlets include a limited range of services and facilities including primary schools, doctors' surgery, post office, public houses and community facilities. The small village of Cattal lies to the south of the Site.

1.9 The Site is easily accessible and is centred around Cattal Street and Station Road which run north to south through the Site. The A59 lies immediately north of the Site and provides connections between York city centre and the A1237 York ring road to the east and Harrogate, Knaresborough and the A1(M) to the west.

1.10 A small number of lanes dissect the site providing access to the wider area. Cattal street and Station Road runs north to south through the Site. Gilsthwaite Lane runs east-west through the northern section of the site, crossing the railway line with a narrow underpass. There are a number of existing underpasses and bridges which aid connectivity across the Site in addition to the existing level crossing adjacent to Cattal railway station, within the Site boundary.

1.11 The majority of the Site comprises largely open arable farmland on gently undulating ground. Part of the site, to the east of Station Road and Cattal Street, is occupied by Johnsons of Whixley, a large commercial nursery. The Victoria pub is located adjacent to the station, with a small number of individual residential dwellings, associated large gardens and horse paddocks dispersed across the Site.

1.12 The adjacent land use largely comprises arable farmland defined by a network of hedgerows with scattered field boundary trees, field ponds and small blocks of plantation woodland. A number of watercourses and drains run through the area.

FIGURE 1: SITE LOCATION PLAN

SITE ASSESSMENT

1.13 The site has direct access to the strategic highway network, desirable topography for development and would not result in any significant landscape or ecological impacts. The majority of the site is within Flood Zone 1, and no development is proposed within the small areas along Kirk Hammerton Beck that are within Flood Zones 2 and 3. Extensive landscaping along the beck and an appropriate sustainable drainage strategy for the overall development will ensure that there is no adverse impact on flood risk both on and off site.

1.14 The site also provides a host of opportunities. Set around landscape and ecology features the green network could form a significant destination for the existing communities of the surrounding settlements who can take advantage of the network of circular pedestrian / cycle paths and bridleways. This includes foot and cycle connections from Green Hammerton and Kirk Hammerton, to Cattal railway station, schools, and the new local centre.

1.15 With the development also comes the opportunity to improve Cattal railway station enhancing the opportunities the station gives the site. This will also enhance the safety of existing rail crossings.

Looking South west towards Cattal Grange

Looking North across the Site from near the eastern boundary

Looking east from within the site towards the Church of St John the Baptist

Roman Road

Cattal Station Crossing

Gilsthwaite Lane

Site Images, Location shown on plan overleaf

KEY

- Site Boundary
- Contour Lines (5m)
- Existing Building
- Existing Railway Station
- Existing Railway Track
- Existing Road
- Existing Secondary Roads
- Existing Tracks
- Existing Development
- Flood Extent 1/30
- Flood Extent 1/1000
- Existing Pond / Watercourse
- Indicative Location of SUDS
- Bridleway
- Public Right Of Way
- Overhead Cable
- Overhead telephone Cable
- Conservation Areas
- SINC
- Example important views
- Listed Building
- Existing Tree
- Existing Hedgerow
- Existing Woodland
- High Pressure Pipe Line
- High Pressure Pipe Line (96m standoff)
- High Pressure Pipe Line (170m Standoff)
- Existing Water Mains
- Existing Foul Sewer
- Railway offset 20m
- Example Potential Viewing Corridors

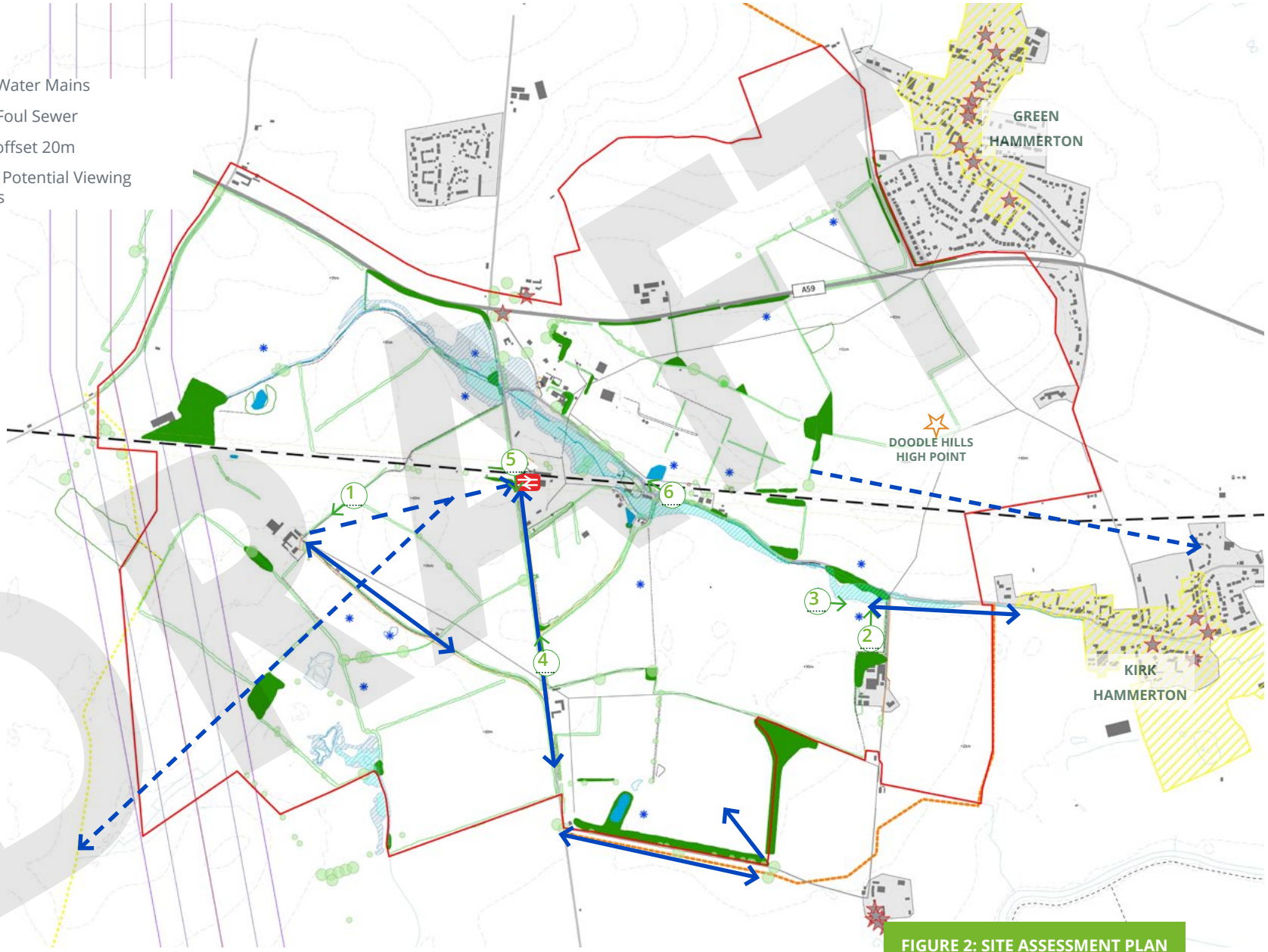


FIGURE 2: SITE ASSESSMENT PLAN

2 Landscape

LANDSCAPE FEATURES

2.1 The landscape is characterised by large agricultural fields with mature hedgerow field boundaries along which a variety of mature trees are located. There are very few trees set within fields.

2.2 Tree groups and woodland copses are found around the periphery of the Site.

FIGURE 3: LANDSCAPE FEATURES

LANDFORM AND FLOODING

2.3 Kirk Hammerton beck traverses the Site in a broad west to east direction leading to the River Nidd to the south east.

2.4 The Environment Agency (EA) flood map shows that there are small, localised areas of flood risk along the beck, plus a few small areas around the site that are at risk of surface water flooding.

2.5 The landform rises to a high point in the north east at Doodle Hills. The remaining site is undulating with relatively small areas of higher and lower ground.

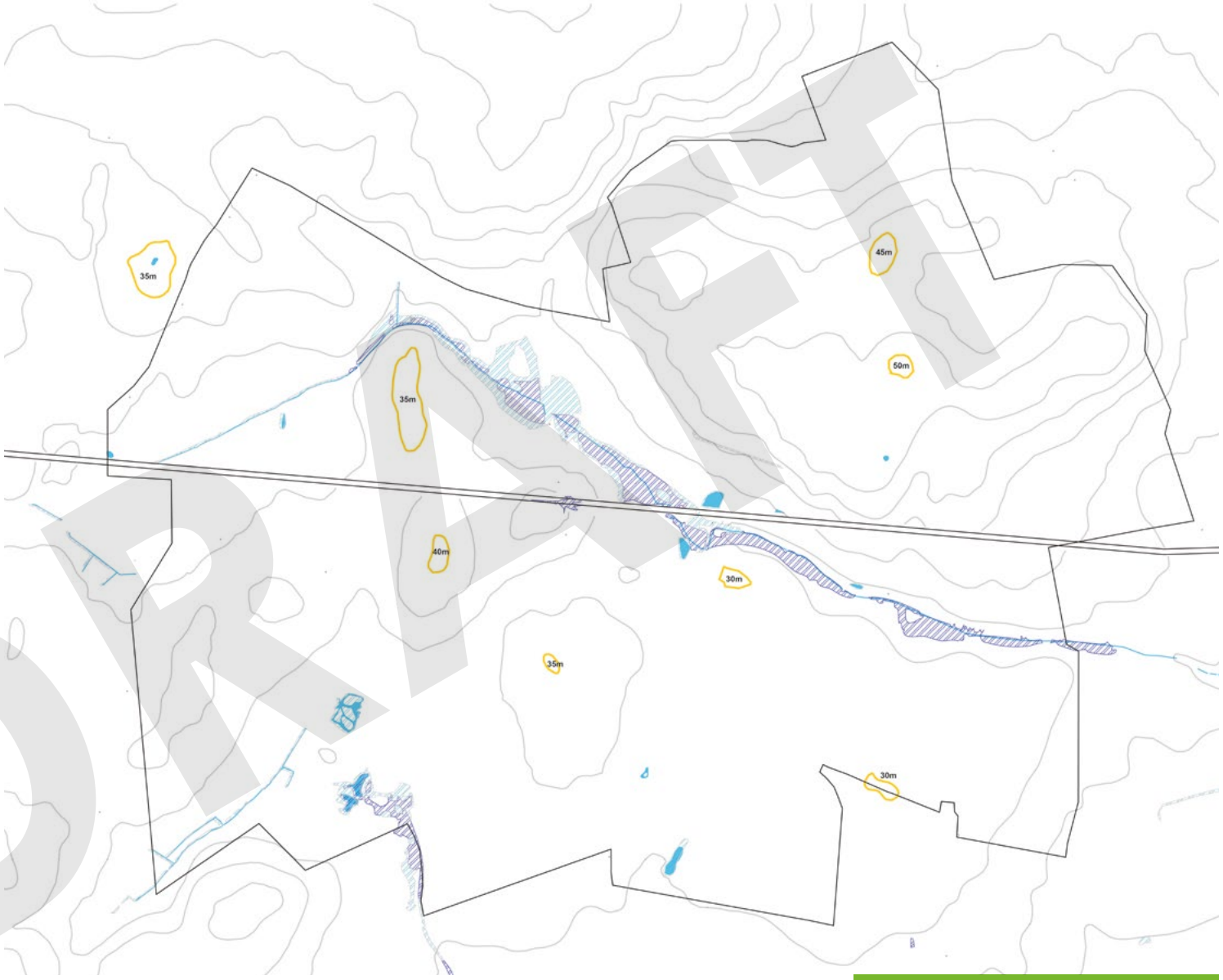
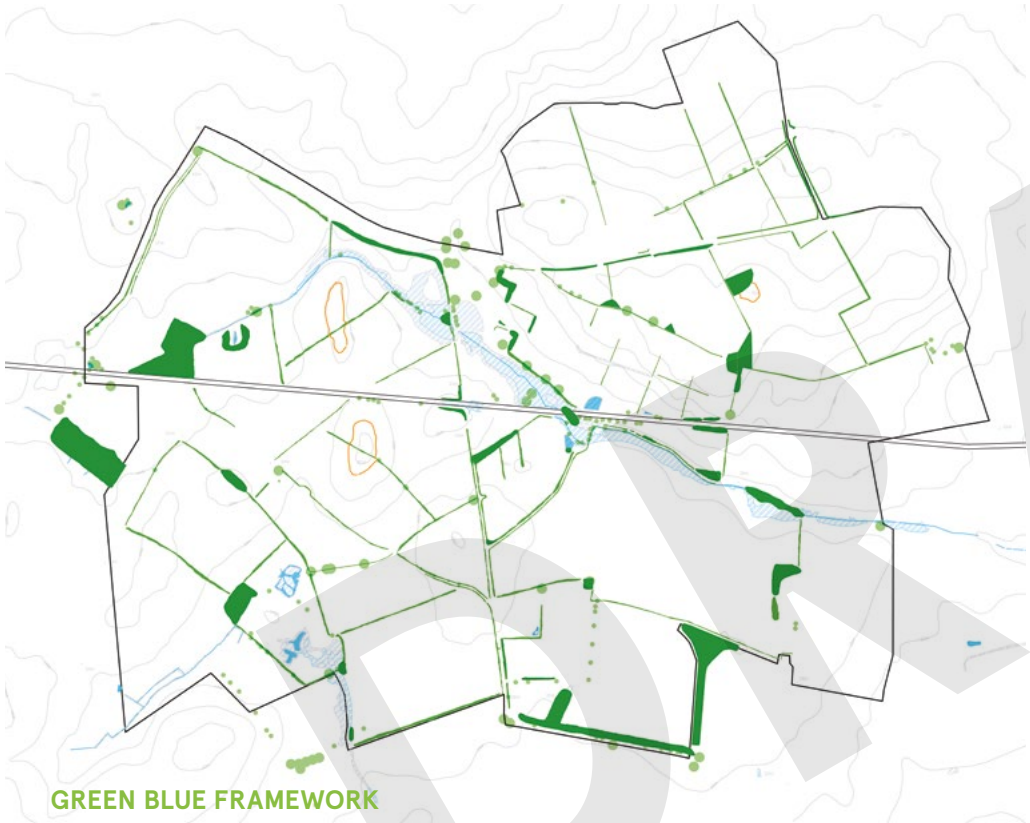


FIGURE 4: LANDFORM AND FLOODING

KEY

- Existing Hedgerows
- Existing Planting
- Existing Trees
- High Points
- Existing Watercourse
- Low Chance of Flooding
- High Chance of Flooding

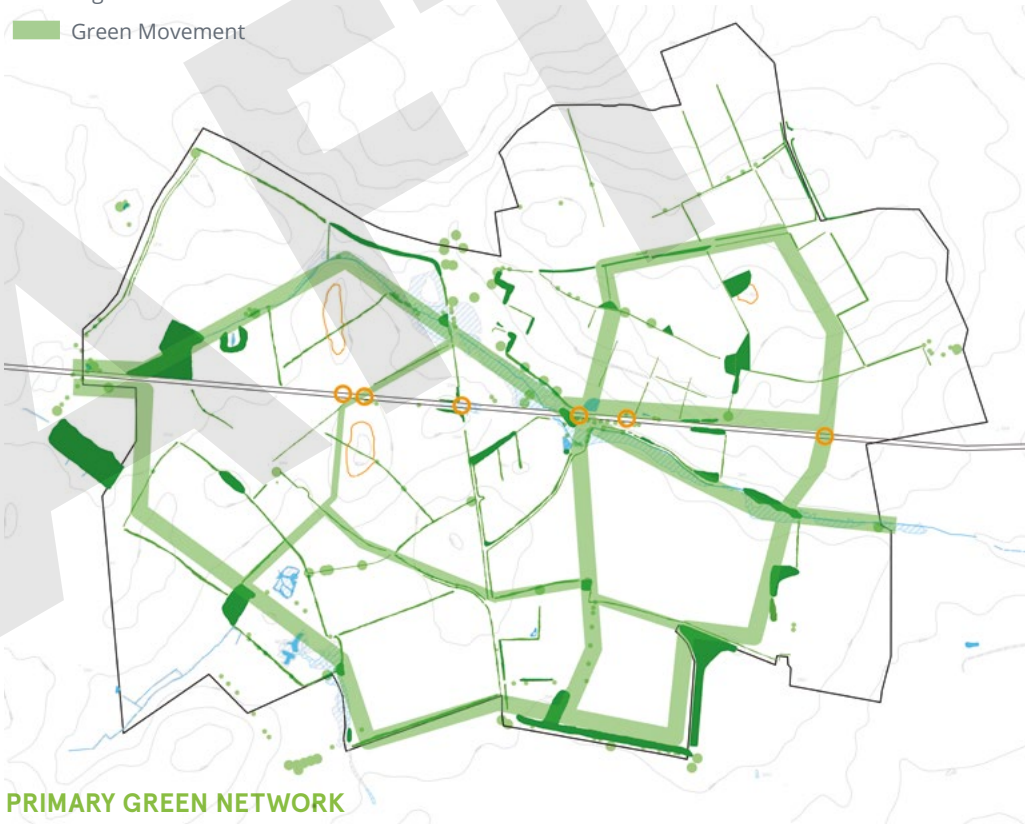
FIGURE 5: GREEN BLUE FRAMEWORK



KEY

- Existing Hedgerows
- Existing Planting
- Existing Trees
- High Points
- Green Movement
- Existing Watercourse
- Low Chance of Flooding
- High Chance of Flooding
- Crossings

FIGURE 6: PRIMARY GREEN NETWORK



GREEN BLUE FRAMEWORK

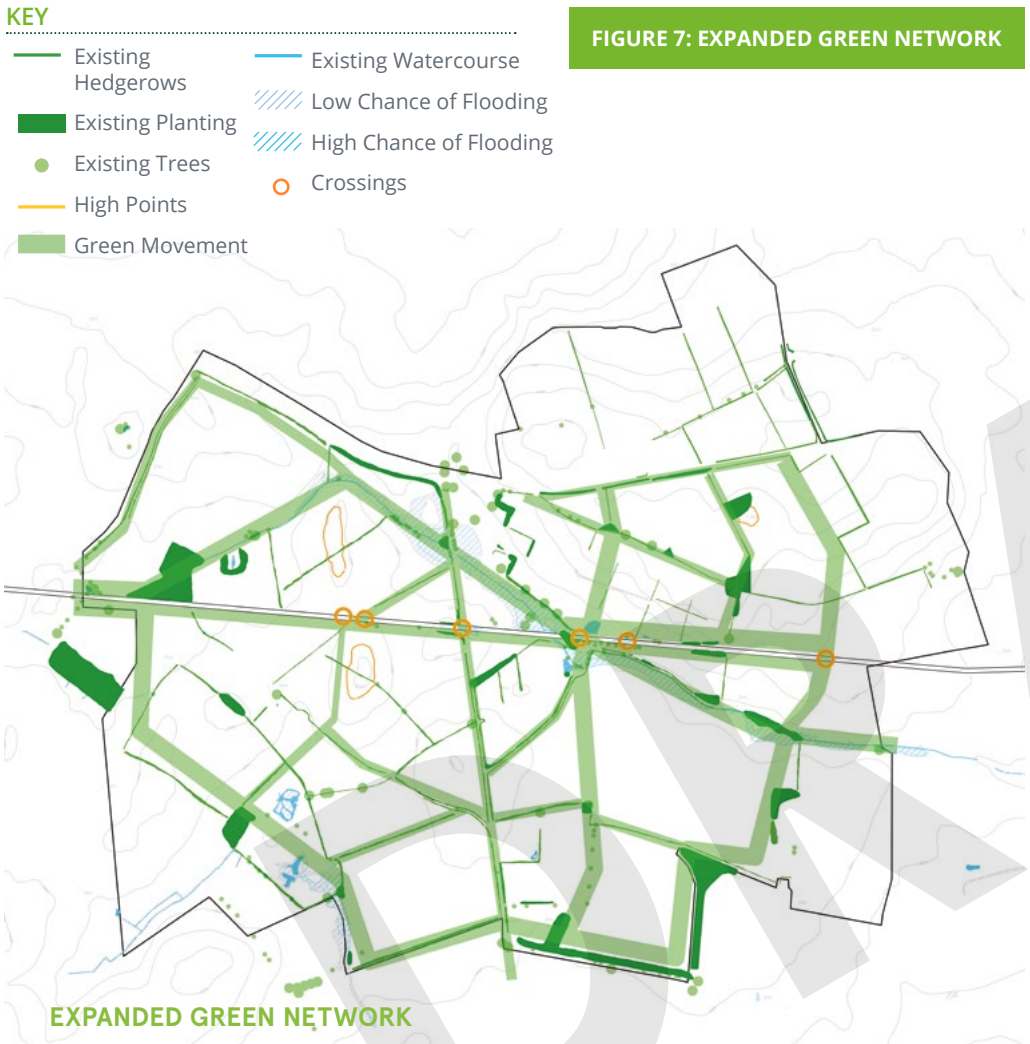
2.6 Existing field boundaries and trees will be retained wherever possible, integrating them into publicly accessible open space. Where possible, existing roads and lanes which are not required for vehicle movement should be used for active travel, further supporting the retention of associated field boundaries.

2.7 Land alongside the Kirk Hammerton Beck, particularly that at risk from flooding, will be integrated into a well-connected green network.

PRIMARY GREEN NETWORK

2.8 Retained linear landscape features and landform will form the basic framework of a green / blue / movement network. These corridors should also be informed by other masterplan considerations such as railway crossing points, railway station (and future village centre), schools, recreation areas and walking circuits to determine the most logical primary green corridors.

FIGURE 7: EXPANDED GREEN NETWORK

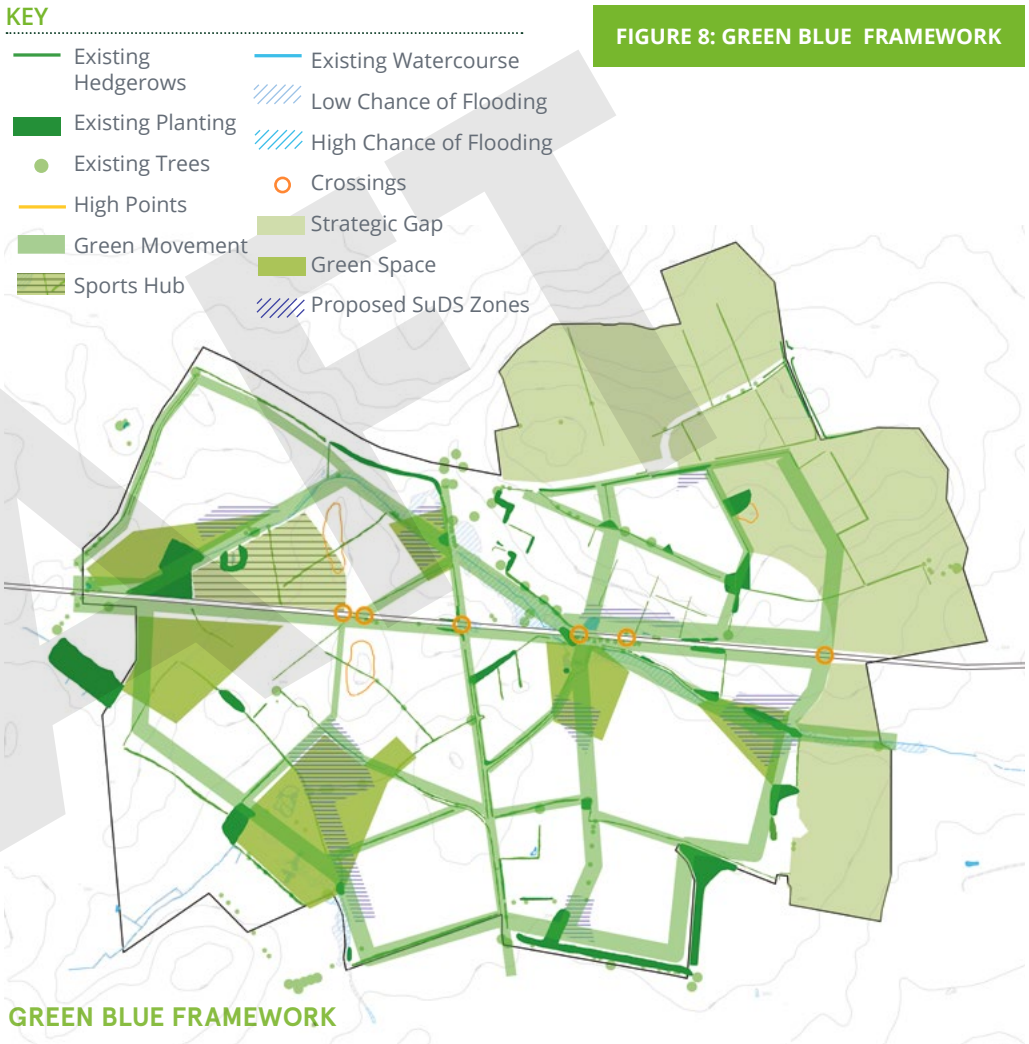


EXPANDED GREEN NETWORK

2.9 Opportunities exist 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 easily and quickly move between their homes and key destination points without the need for a private car.

2.10 This network will broadly define the development areas for Maltkiln.

FIGURE 8: GREEN BLUE FRAMEWORK



GREEN BLUE FRAMEWORK

2.11 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.

GREEN INFRASTRUCTURE

2.12 The GI is critical and integral to the success and viability of Maltkiln and aims to serve many functions from the strategic regional landscape scale down to the domestic local scale.

Landscape Strategy

- To retain and reinforce landscape structure, notably existing woodland, groups of trees and hedgerows where possible, and integrate them into the Green Infrastructure network;
- To enhance habitat connectivity across the site through utilising a mosaic of habitats that reinforce the historic landscape pattern, landform and characteristics, including woodland blocks, tree belts and hedgerows;
- To reflect the existing pattern and character of settlement edges through the provision of structural planting and land use, and changes in scale and massing on settlement edges in response to the setting and context;
- To enhance active travel routes and connections across the site, linking into existing PRoWs and routes;
- To reinstate and extend tree planting along the A59;
- To provide a permanently regulated and managed strategic gap between Maltkiln and the villages of Green Hammerton and Kirk Hammerton that responds to the existing openness and vantage point of Doodle Hills, improves public access and enhances biodiversity.
- To enhance the habitat value and legibility of Gelsthorpe Gutter/Kirk Hammerton Beck through the creation of an ecological corridor along the water course that enables the establishment of riparian vegetation within a meadow grassland margin and the planting of trees along the watercourse;
- Provide an attractive, legible and secure setting for the proposed residential development including the provision of nature/semi-natural open space; amenity green space and green corridors; community growing spaces, Sports Hub and play spaces. The provision and design of these open spaces will be inclusive and will cater to the needs of all age groups;
- Create a multi-functional Green Infrastructure network that integrates formal and informal recreation, active travel routes, ecological mitigation and SuDS that are supported by clear purposes and functions to support their long-term maintenance and management;
- Provide landscape buffers to ecological and landscape features to ensure new development does not encroach too close to existing woodland, trees and hedgerows and provide the opportunity to create wildlife corridors to strengthen the existing and proposed landscape features;
- Develop a comprehensive landscape framework that reflects local features and character, integrates the proposed development with the surrounding landscape, and establishes a suitable structure to accommodate built forms.
- Minimise visual impact of built development on adjacent residential properties and recreational receptors through the retention and reinforcement of the perimeter structural vegetation to soften and screen views towards the proposed dwellings; and
- Reflect and reinforce local landscape character and sense of place through use of locally appropriate plant species and surface treatments.
- To retain and preserve any heritage assets of archaeological significance identifies during further field evaluation of the site where this is warranted.

FIGURE 9: GREEN INFRASTRUCTURE PLAN

BLUE INFRASTRUCTURE

2.13 It is proposed to discharge site flows at a restricted surface water discharge rate to the Kirk Hammerton Beck / Gelsthorpe Gutter, and unnamed watercourses south of the development site. The strategy for storm drainage proposes to mimic the existing regime, by conveying flows to the existing watercourses. The new drainage network will incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

2.14 All SuDS design should be designed and implemented using the NTC SuDS Design Guidance, in general accordance with the SuDS Manual and Sewerage Sector Guidance for adoptable Sustainable Drainage Systems (SuDS).

2.15 Climate change will be factored into the new drainage design to accommodate increased rainfall with enhanced attenuation measures, as will urban creep to account for further permitted development within the housing development.

2.16 A detailed design is required to determine the final surface water drainage scheme.

2.17 All SuDS design should be designed and implemented usinf the latest NTC SuDS Design Guidance, in general accordance with the SuDS Manual and Sewerage Sector Guidance for adoptable Sustainable Drainage Systems (SuDS).

FIGURE 10: INDICATIVE DRAINAGE PLAN

ECOLOGY

Statutory Designations

2.18 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 and is the Kirk Deighton Special Area of Conservation, approximately 6.88km to the south west.

2.19 The nearest Site of Special Scientific Interest (SSSI) is located approximately 0.89km to the south of the site, at Aubert Ings which has been designated to protect a range of flora that grows adjacent to the River Nidd.

Non-Statutory Designations

2.20 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.

Ecology Strategy

2.21 Detailed proposals of layout and design must be informed by the ecology and existing landscape in the area and retain and enhance existing ecological and landscape features including hedgerows and trees where feasible.

2.22 Each phase of development must include a Landscape and Ecological Management Plan to ensure the successful establishment and management of its green infrastructure network. Management measures for all habitats must be sensitively designed and implemented to support and enhance the local wildlife in the area.

2.23 A minimum of 10% Biodiversity Net Gain must be achieved.

2.24 Land within the southern area of the Strategic Green Gap will be retained for biodiversity enhancement.

2.25 Strategic areas of open space will seek to preserve the natural ponds within the landscape, promoting biodiversity and ecological sustainability through significant enhancement.

2.26 Landscape to the periphery of Maltkiln will comprise naturalistic green spaces to be a primary focus for landscape and biodiversity value, with opportunities for recreation.

2.27 Lighting design strategy must be provided to demonstrate that areas to be lit will not disturb or prevent species using their territory or having access to their breeding and resting sites.

2.28 SuDS features must incorporate permanent water and take account of additional wildlife benefits to support biodiversity.

2.29 Ecology ponds should be incorporated which are distinct from SuDS.

2.30 Watercourses should be maintained and enhanced as a functional wildlife corridor, through the implementation of an ecological buffer along the river corridor.

2.31 Native species for planting and climatic resilient planting and insect-friendly planting should be incorporated into landscape design where appropriate.

2.32 Planning applications will be required to assess the impacts on the SSSI and provide mitigation where necessary.

2.33 Enhancements for species should be incorporated into the built development where necessary.

FIGURE 11: SSSI PROXIMITY PLAN

FIGURE 12: ECOLOGY PLAN

3 Heritage and Archaeology

3.1 The historic environment is characterised by a rural landscape setting within which are found rural settlements and buildings such as dispersed farmsteads, dwellings and the station buildings at Cattal Station. Archaeological assets include a bronze age barrow towards the south of the site and Rudgate Roman Road (running north-south through the site via Cattal Street).

3.2 For the most part, designated heritage assets are located outside the site area (listed below), the exception being the Grade II Listed Milestone located to the south of the A59:

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

3.3 With regard to Providence House (Grade II* listed), development of Maltkiln should be designated in a manner which avoids or minimises impact to setting (and therefore significance). This should be achieved through factors such as landscaping, layout, density and building heights.

3.4 In the act of carrying out Highways improvements, the Grade II Listed milepost will be retained; or, if temporary relocation is necessary, returned to as near its original position as possible (appropriate to the mileage marked on the stone) and erected in an appropriate manner. Necessary consents will be obtained prior to such works.

3.5 The closest conservation areas are Green Hammerton and Kirk Hammerton, the latter being closest at approximately 335m from the eastern boundary of the site. The Strategic green Gap assists in providing separation from both conservation areas. The design of development should minimise impact on the setting of Kirk Hammerton Conservation Area.

3.6 A number of non-designated heritage assets are located within the Maltkiln site. These contribute to the historic agricultural landscape character of the area and local distincitivenss. These include:

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

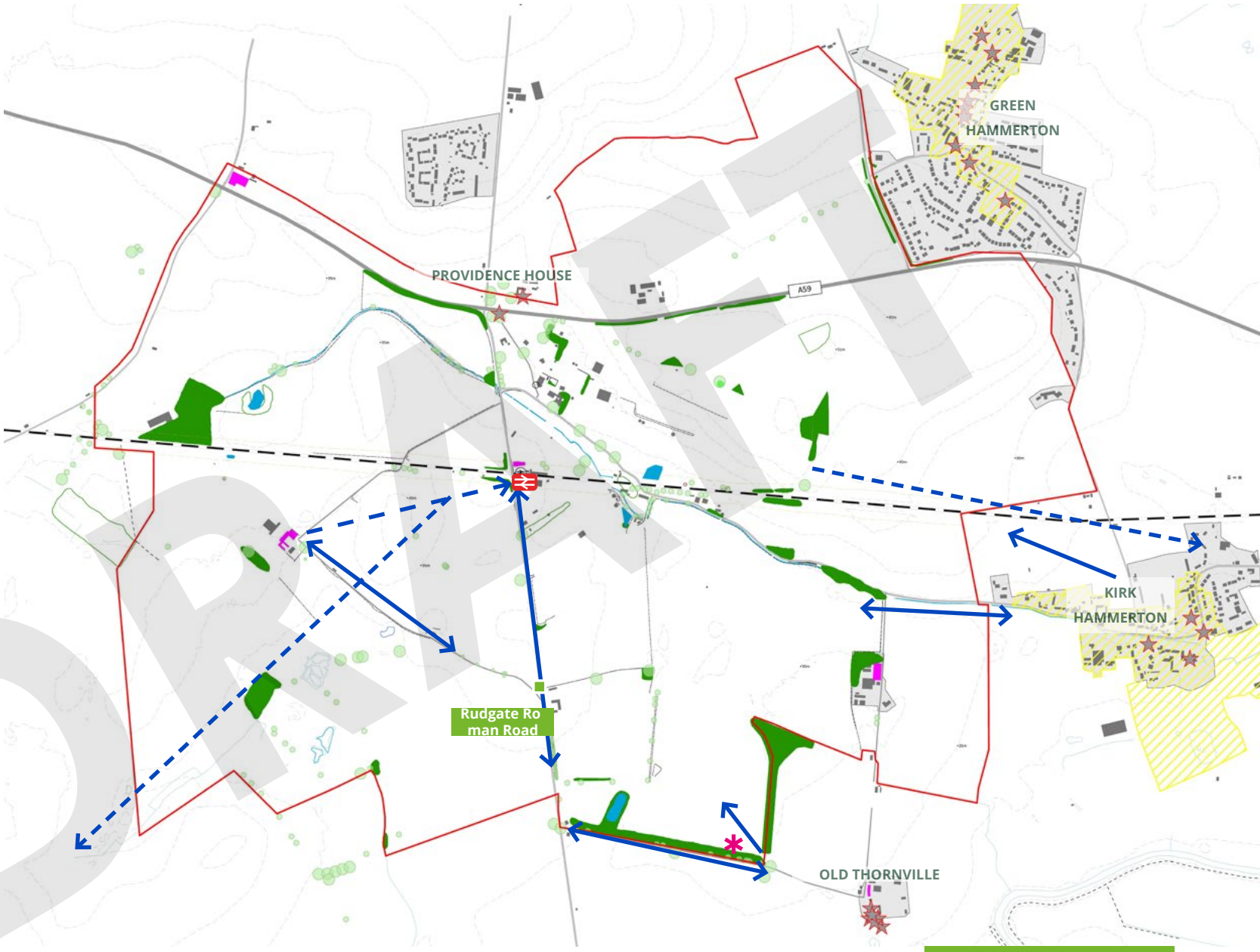
Proposals will take into account the impact of development upon the significance of the heritage assets.

3.7 Historic landscape characterisation shows that there has been considerable change over time within the site, with areas of 'modern improved fields', 'large scale parliamentary enclosure' and 'areas if business' (the latter being the large commercial, nursery site which has origins dating back to c.1900). Despite the consolidation of fields, historic field boundaries remain and this forms a part of the rural context. Strategies for retaining and reinforcing landscape features and measures for integrating with the wider countryside, are set out in the earlier sections of this document.

3.8 The closest conservation areas are Kirk Hammerton and Green Hammerton. Kirk Hammerton is the closest, at approximately 335m from the eastern boundary of the site. The Strategic Green Gap and areas of amenity space on the perimeter of Maltkiln provide visual separation from both Green Hammerton and Kirk Hammerton, maintaining the character and setting of their conservation areas.

3.9 Development design should both consider existing important views and take the opportunity to create viewing corridors and closer range or glimpsed views towards nearby heritage assets (such as St John Baptist Church in Hunsingore and St John the Baptist Church in in Kirk Hammerton). This may take different forms, such as longer range views from higher ground or those available from new open space or footpaths. This will assist in providing an appreciation of the historic environment and help reinforce a sense of place.

3.10 A pair of Bronze Age burial mounds have been recorder towards the south of the site and a buffer between these and the development has been incorporated into the masterplan.



KEY

- Site Boundary
- Contour Lines (5m)
- Existing Building
- Existing Railway Station
- Existing Railway Track
- Existing Road
- Existing Secondary Roads
- Existing Tracks
- Existing Development
- Existing Pond / Watercourse
- Conservation Areas
- Listed Building
- Existing Tree
- Existing Hedgerow
- Existing Woodland
- Railway offset 20m
- Example Important Views
- Example Potential Viewing Corridors
- Non-Designated heritage Assets (NDHA)
- Bronze age Barrow

FIGURE 13: HERITAGE PLAN

4 Access & Movement

DESTINATIONS AND DESIRE LINES

4.1 Movement across the Site must be considered relative to key destination such as the railway station / village centre, schools, sports hub and employment areas. There will also be provision for specialist housing and accommodation for older people and will be integrated into the site with easy connections throughout the site to ensure full integration into the community.

4.2 The most direct routes or 'desire lines' must be accommodated wherever possible to encourage local trips through walking, wheeling and cycling. Because of physical barriers such as the railway line and watercourse, crossing points will skew these somewhat, we will aim to ensure sustainable modes are the most direct and convenient route to trip attractors.

4.3 Consideration of key features and viewpoints should also be considered to make routes within the Site enjoyable, attractive and distinctive.

INCLUSIVE ACCESS

4.4 The homes will meet the needs of residents now and in the future. Ensuring that dwellings are adaptable to both the working age population and as the community gets older it can cater to new living requirements ensuring people remain within their homes and in the communities for longer.

4.5 Within each property, space should be provided to allow residents to choose to work from home, and high-speed broadband access should be provided to every dwelling to facilitate this.

4.6 Facilities should be provided to allow inclusive access between all dwellings and the amenities proposed within the local centre areas, including the delivery of the significant walking, wheeling and cycling network outlined below, which should meet all current inclusive design guidance. 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 both the development and the wider regional areas.

FIGURE 14: ACCESS AND MOVEMENT DIAGRAM

PEDESTRIAN CONNECTIONS

4.7 While existing Public Rights of Way (PRoW) are limited, these will be integrated into the extensive new network being provided across the Site.

4.8 Pedestrian connections will include off-road and on-road roads, however, off-road routes should be the focus for providing direct links to key destinations wherever possible.

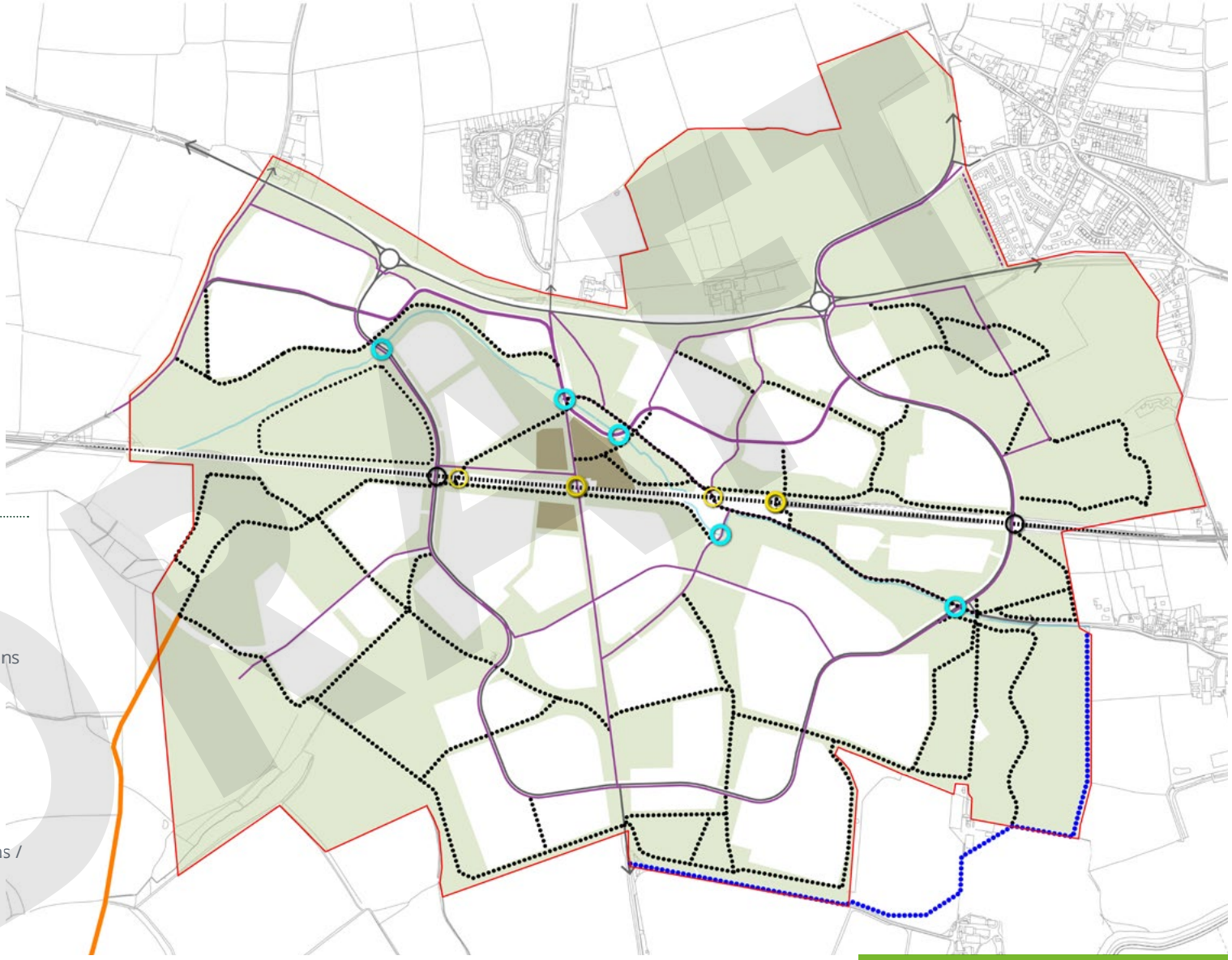


FIGURE 15: PEDESTRIAN CONNECTIONS

RECREATIONAL CONNECTIONS

4.9 Aside from direct routes to key destination proposals should include recreational connections that can facilitate a range of users including walking, cycling and equestrians. A primary recreation route should facilitate a substantial loop or circuit around the periphery of the site. This route will need to take into account railway crossings in order to straddle the railway line as well as make connections to nearby settlements. Recreational routes of high-quality should dissuade residents for using recreational routes in ecologically sensitive areas nearby. Further connections will be made through development blocks as permeable street structures will facilitate ease of movement. All recreational routes will be designed with resting points along the way to ensure they are accessible to all members of the community.

KEY

- Railway Station
- Proposed Bridleway
- Recreational Path
- Mobility Hub (Indicative location)
- Local Centre
- Existing Bridleway
- Existing PROW
- Railway
- Existing Footpath
- Sport Hub
- Key Road
- Indicative non-vehicular Crossing
- Indicative Vehicle Crossing

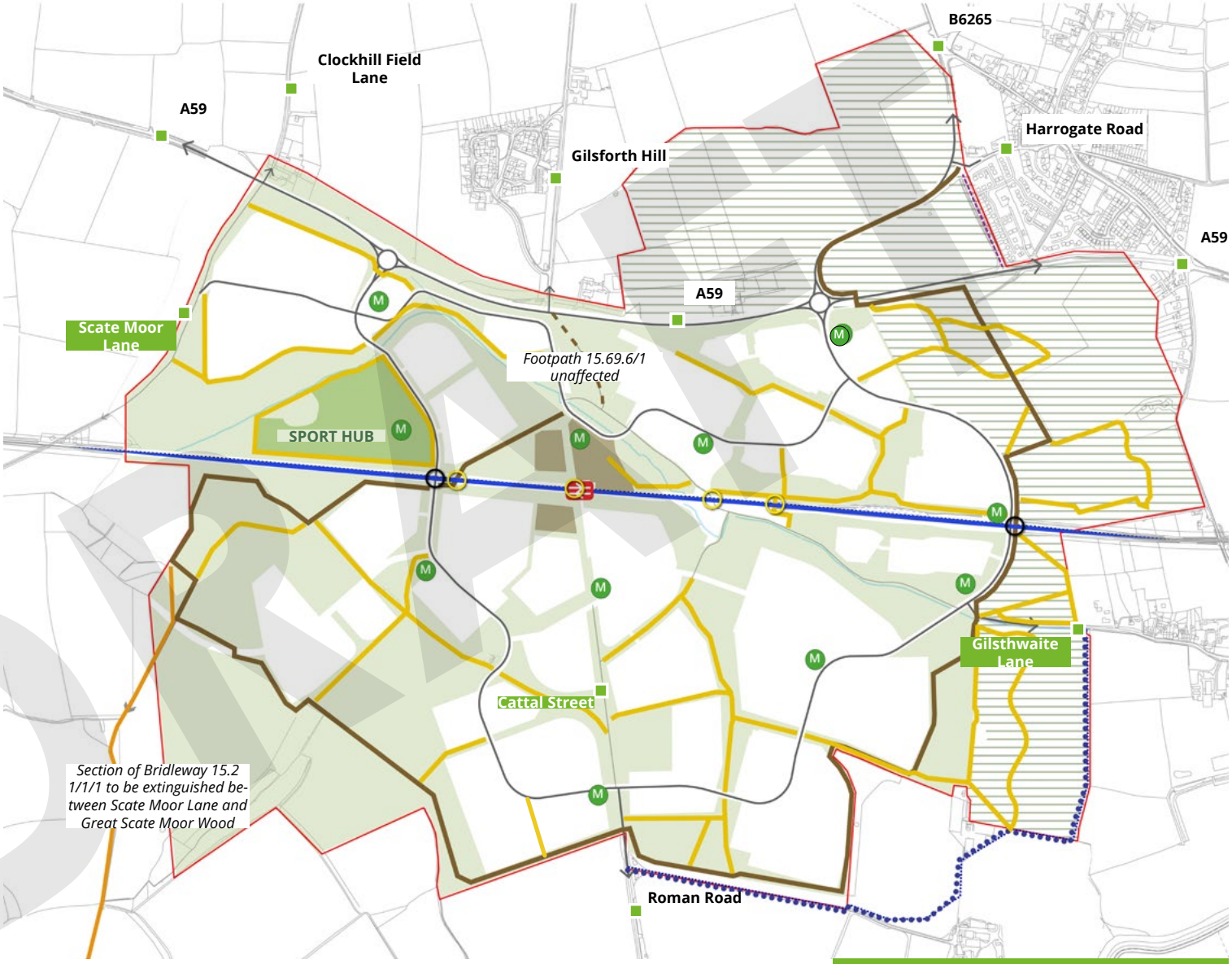


FIGURE 16: RECREATIONAL CONNECTIONS

CYCLE CONNECTIONS

4.10 A new comprehensive network of on and off-carriageway cycle routes will mirror and support the same principles, as the pedestrian connections. Cycle networks and routes should be coherent, direct, safe, comfortable and attractive where inclusive design and accessibility run through these core design principles and where appropriate protection to motor traffic is provided in accordance with design guidance.

4.11 Buffers not required where speed and volume of motor traffic is low (see quietways/cycle street above). Where safe to do so on local / tertiary streets, speeds will be low and cycles can mix with traffic when appropriate (to avoid shared use pavements), accompanied by tree planting, to protect active travel users from potential pollutants, and increasing the attractiveness of this mode of travel. All cycleways should be clearly signed with directions to on-site residential areas, education sites, employment sites, local centre, rail station, and leisure facilities. Lighting should be provided throughout to ensure the safety of cyclists.

4.12 A network of mobility hubs should be provided across the site to support the cycle network and assist with providing a seamless active travel network across the settlement.

4.13 In line with policy, safe, secure residential cycle parking, including provision for non-standard and electric bicycles, should be sited in convenient and accessible locations. All long-term cycle parking should be undercover, enclosed and secure.

KEY

- Segregated Footway / Cycleway
- Quietway
- Existing Route downgraded to 'Quiet Lane'
- Mobility Hub (Indicative location)
- Local Centre
- Railway
- Railway Station
- Indicative non-vehicular Crossing
- Indicative Vehicle Crossing
- Sport Hub

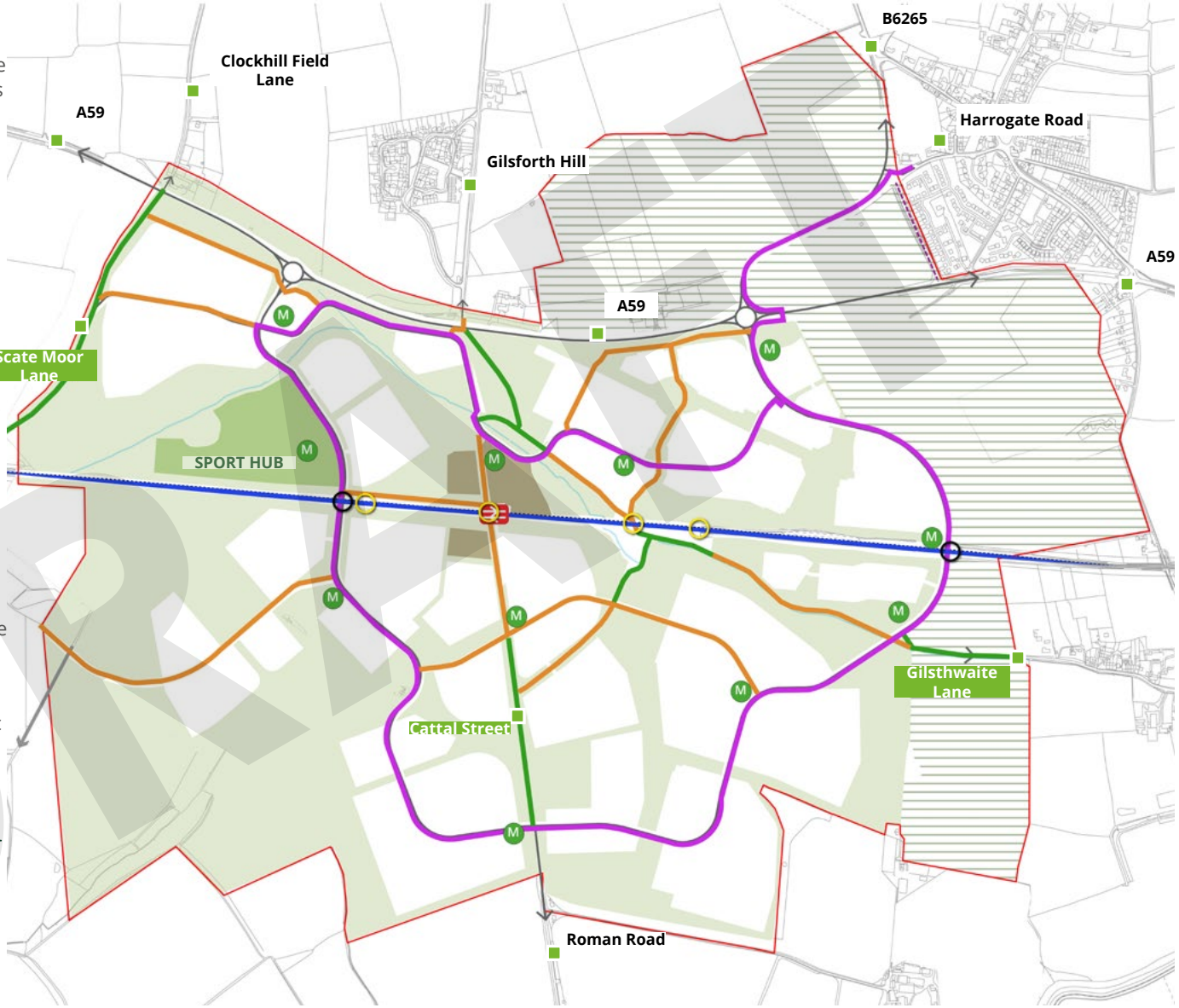


FIGURE 17: CYCLE CONNECTIONS

PUBLIC TRANSPORT

Rail

4.14 The Site is centred around Cattal Railway Station, which will have active connections across the settlement via footways and cycleways. Direct, regular services extend from Cattal station to York and Leeds via Knaresborough and Harrogate. Recent upgrades by Network Rail and the train operator has seen significant upgrades to the train fleet and line speeds making rail an attractive mode for future passengers generated by the Site.

4.15 Upgrades to Cattal Station to facilitate the extra capacity generated by the development should include, new cycle parking facilities, alongside disabled access, and new rail bridge with lifts. These upgrades will also include a DDA compliant link to the southern platform.

4.16 The safety and efficiency of the rail service through Cattal will be improved with the associated closure of several level crossings.

4.17 At Cattal Station, the Site should facilitate the closure of the existing crossing to vehicular traffic, maintaining emergency and maintenance vehicular access. The level crossing should be replaced with a footbridge with lift access. Shared spaces should then be created to the north and south of the rail line, providing an environment which is conducive to promoting walking, cycling and wheeling journeys.

Bus

4.18 The Site should deliver direct, frequent, flexible bus services that connect the settlement to key external destinations, particularly those that are not served by direct rail connections to maximise opportunities for mode shift from car-borne journeys.

4.19 Bus infrastructure will be provided throughout the site, with all properties within easy walking distance of an active bus service with all homes being within 400m of a bus stop. Overall, the development will be served by a bus service operating at a regular frequency. Bus services should provide access to both Boroughbridge and Wetherby where additional education and employment sites are located. The combination of a regular service frequency, convenient bus stop locations, and desirable destination points make journeys by bus highly viable for future residents.

4.20 Discussions should continue with NYC and local bus operators to agree the proposed bus services and routes.

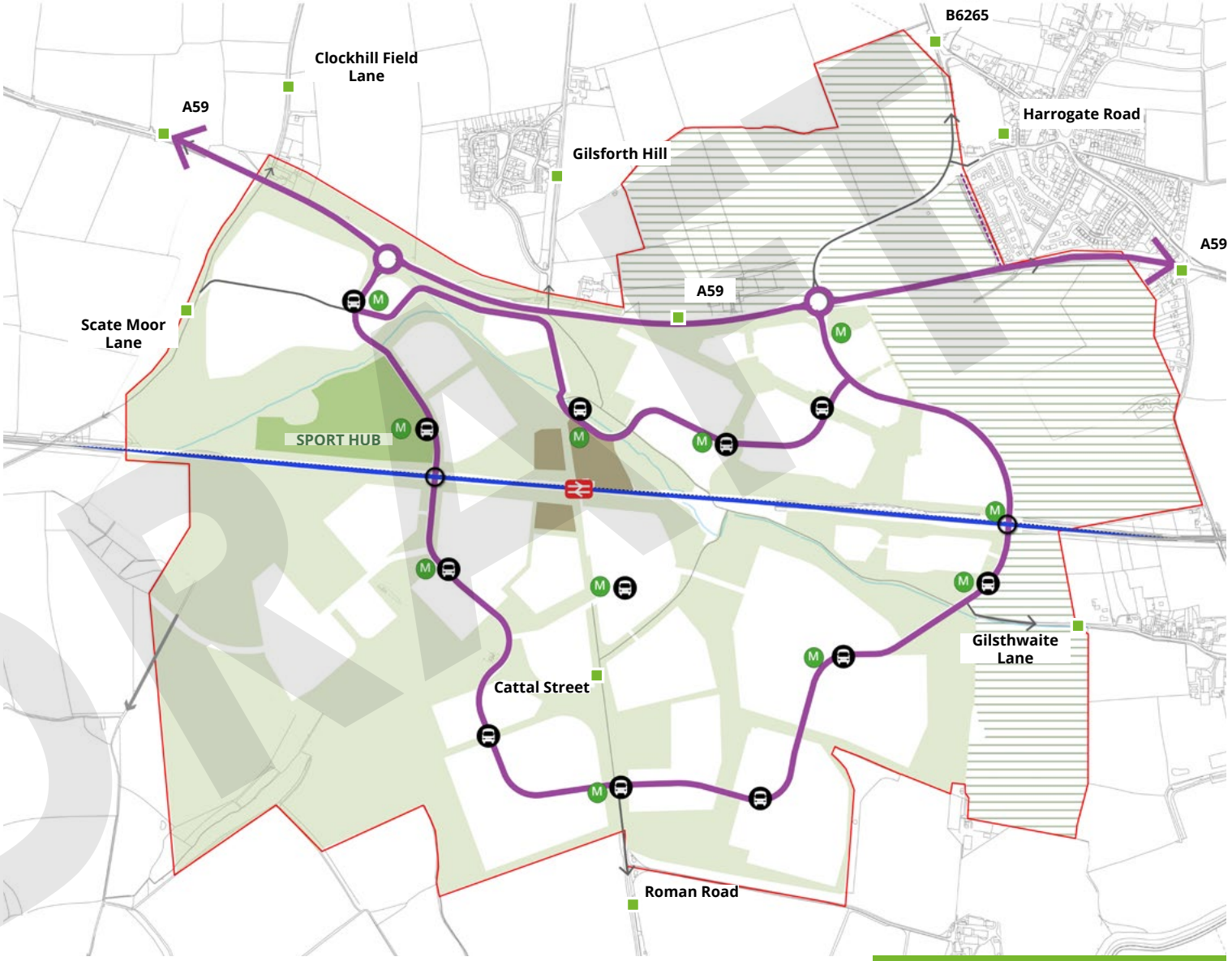


FIGURE 19: PUBLIC TRANSPORT PLAN

VEHICLE MOVEMENT

4.21 The street network should deliver good quality places that are attractive; well-connected and permeable. The control of vehicle speed within the street network will be essential to protect vulnerable road users and will be designed to incorporate natural speed attenuation, with main routes limited to 30mph and all local streets subject to a 20mph speed limit.

4.22 The internal street network should be based upon the hierarchical principles of:

- Major roads - providing transition between the local streets and the off-site road network, suitable for the movement of all types of vehicles including buses, and with provision for segregated pedestrian and cycle routes, fully compliant with statutory design requirements.
- Local roads - designed to be multi-functional spaces where pedestrians and cyclists are afforded the same priority than vehicular traffic (if not greater)
- Secondary / Tertiary streets - designed to be lightly trafficked where cyclists share carriageway space with vehicles
- Mews / Home Zones - minimum shared-use carriageway

Detailed design of road hierarchy will be supported by design codes to ensure high quality public realm and placemaking is achieved. Local roads, secondary / tertiary streets and mews are to be designed as multifunctional spaces to provide a pedestrian first approach.

4.23 Primary vehicular access should be gained from the A59 corridor with via two new junctions, flexibly designed to accommodate potential future dualling of the A59 and connected by a continuous link to provide equal distribution of external trips from the residential, employment and local centre zones.

4.24 The easternmost junction should include a new link road to connect the A59 to the B6265, west of Green Hammerton as a replacement for the existing junction of the A59 and B6265 which has a poor safety record.

4.25 Vehicle movement onto existing surrounding local roads should be restricted to local traffic only, enabling residents of surrounding villages to access services and facilities within the settlement.

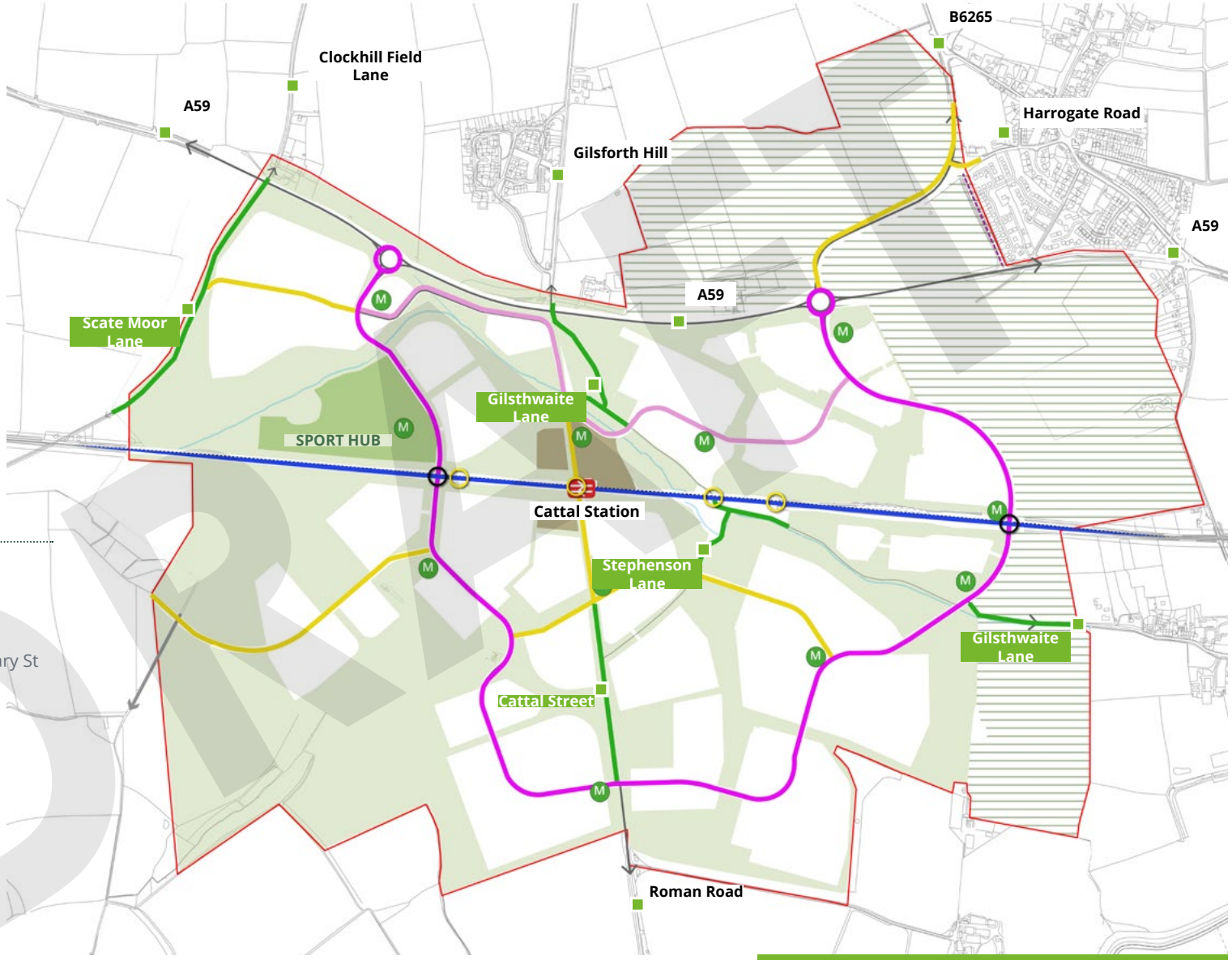


FIGURE 20: VEHICLE ACCESS AND MOVEMENT PLAN

5 Infrastructure & Land Uses

INFRASTRUCTURE

A59 Access

5.1 The A59 provides the main highway link in the vicinity. The two main vehicular accesses into Maltkiln will be via roundabouts from the A59.

Road Bridges over Railway

5.2 Development south of the railway line will be achieved by extending the eastern distributor road with a road bridge over the railway, leading to a new junction on a realigned Gilsthwaite Lane.

5.3 The existing narrow Gilsthwaite Lane skew bridge which currently supports two-way traffic will be altered so that traffic will be put under formal shuttle working, with the carriageway narrowed to single lane to accommodate a pedestrian route and crash barriers. The Skew Bridge will eventually be for pedestrian and cycle use only.

Non-Vehicular Bridge at Cattal Stattion

5.4 Pedestrian and cycle connections will be enhanced by the re-use of the existing farm bridge for traffic-free movements over the railway line.

5.5 Existing underpasses through the railway embankment will become available for upgrading to provide walking and cycling connections between the northeastern and northwestern phases.

LAND USE

Residential

5.6 A mix of homes in varied sustainable neighbourhoods will be delivered, that satisfy local needs. Residential uses will be provided within the residential parameters on the land use plan. Self build areas will be provided in three separate locations across the new settlement.

Education

5.7 Two primary schools will be provided within the areas indicated on the land uses plan. Primary school 1 is anticipated to be delivered in Phase 2 and Primary school 2 in Phase 10.

5.8 Provision is made for a potential secondary school, should this be required in the future.

Local Centre

5.9 A Local Centre is situated at the heart of the new community, well-connected to the rail station, and should be designed to prioritise walking and cycling.

5.10 The Local Centre should provide the following:

- Central mobility hub at Cattal Station
- Community hub
- Healthcare facilities
- Office space
- Convenience stores
- Food and beverage uses.

Employment

5.11 Employment uses should be provided in the locations shown on the land use plan. The layout and arrangement of these blocks must be designed to be in-keeping with the locality of the area.

Health

5.12 Within the local centre additional health care facilities which are essential to the community are provided and been considered throughout the design of the masterplan.

KEY

- Site Boundary
- Residential, including self build areas
- Mixed Use Local Centre
- Employment
- Education - Primary
- Education - Secondary
- Open Space
- Sports Hub
- Strategic Green Gap
- Existing Watercourse / Pond
- Existing Planting
- Road
- Main Vehicle Access
- Various Active Travel Routes (Including existing Bridleways)
- Existing PROW

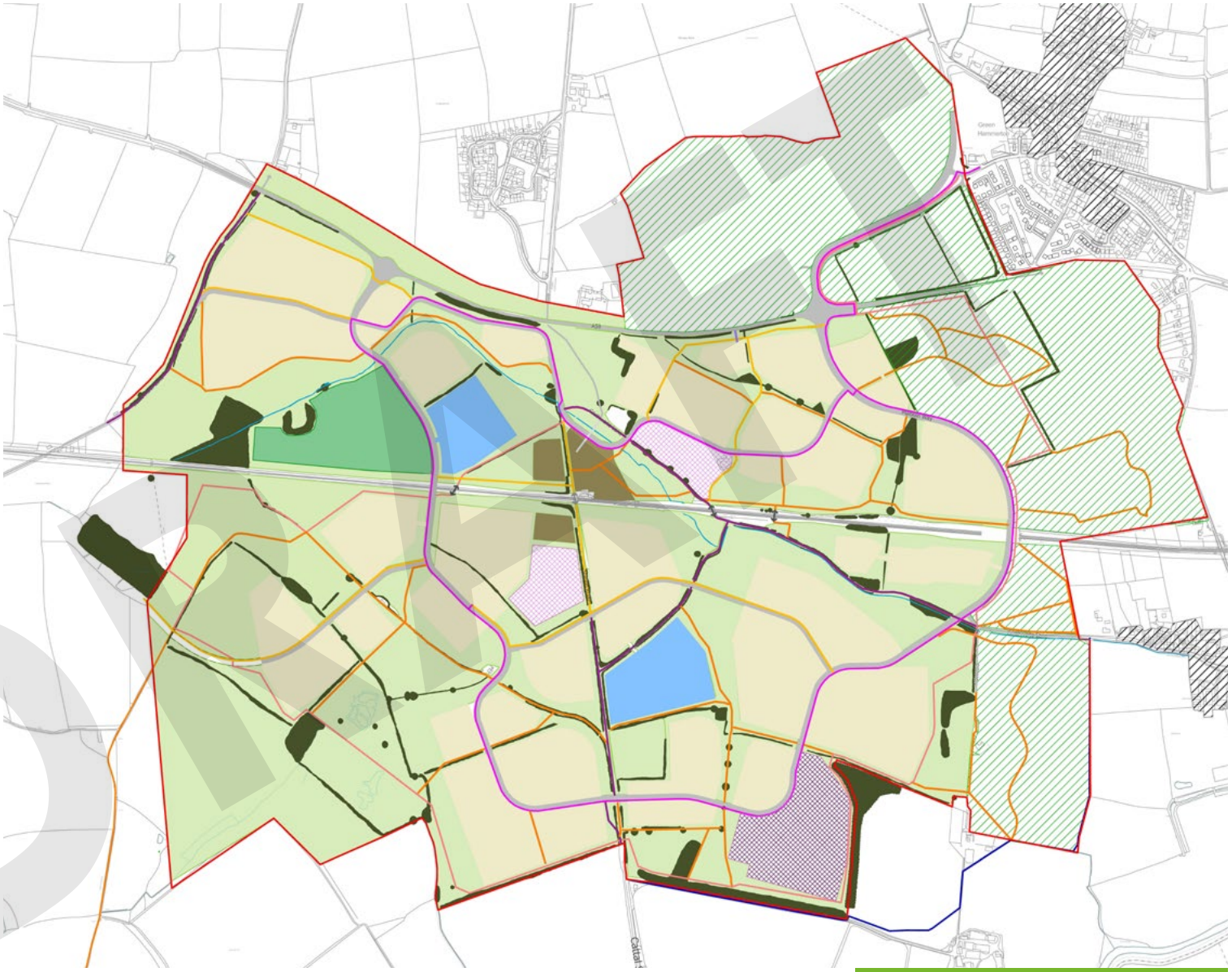


FIGURE 21: INDICATIVE LAND USE PLAN

OPEN SPACE PROVISION

5.13 The main areas of open space will include Beck Park, Lingfield Park, Maltkiln Common and the Strategic Gap. They will contribute to Maltkiln's distinct sense of place.

5.14 Beck Park should embody an overarching naturalistic character. Amenity spaces should be strategically placed throughout, offering residents and visitors opportunities for relaxation and recreation.

5.15 Lingfield Park will be more formal in character offering open spaces, community garden and informal kickabout spaces.

5.16 Maltkiln Common will establish a wilder wetland landscape and should seek to preserve the natural ponds within the landscape promoting biodiversity and ecological sustainability.

5.17 The Strategic Green Gap should be permanently regulated and managed to maintain the gap between Maltkiln and the existing villages of Green Hammerton and Kirk Hammerton.

5.18 Play provision will include a Sports Hub, close to the Local Centre, as shown on the land use plan.

5.19 Play areas will be designed in accordance with Fields in Trust guidance ensuring provision is tailored to local needs. Inclusive and accessible spaces must cater multi generational use offering opportunities for young children, young people and older residents to engage in recreation and social interaction. In addition the developer must ensure that these locations are not susceptible to flooding or drainage issues and are well connected to residential areas with safe and accessible routes.

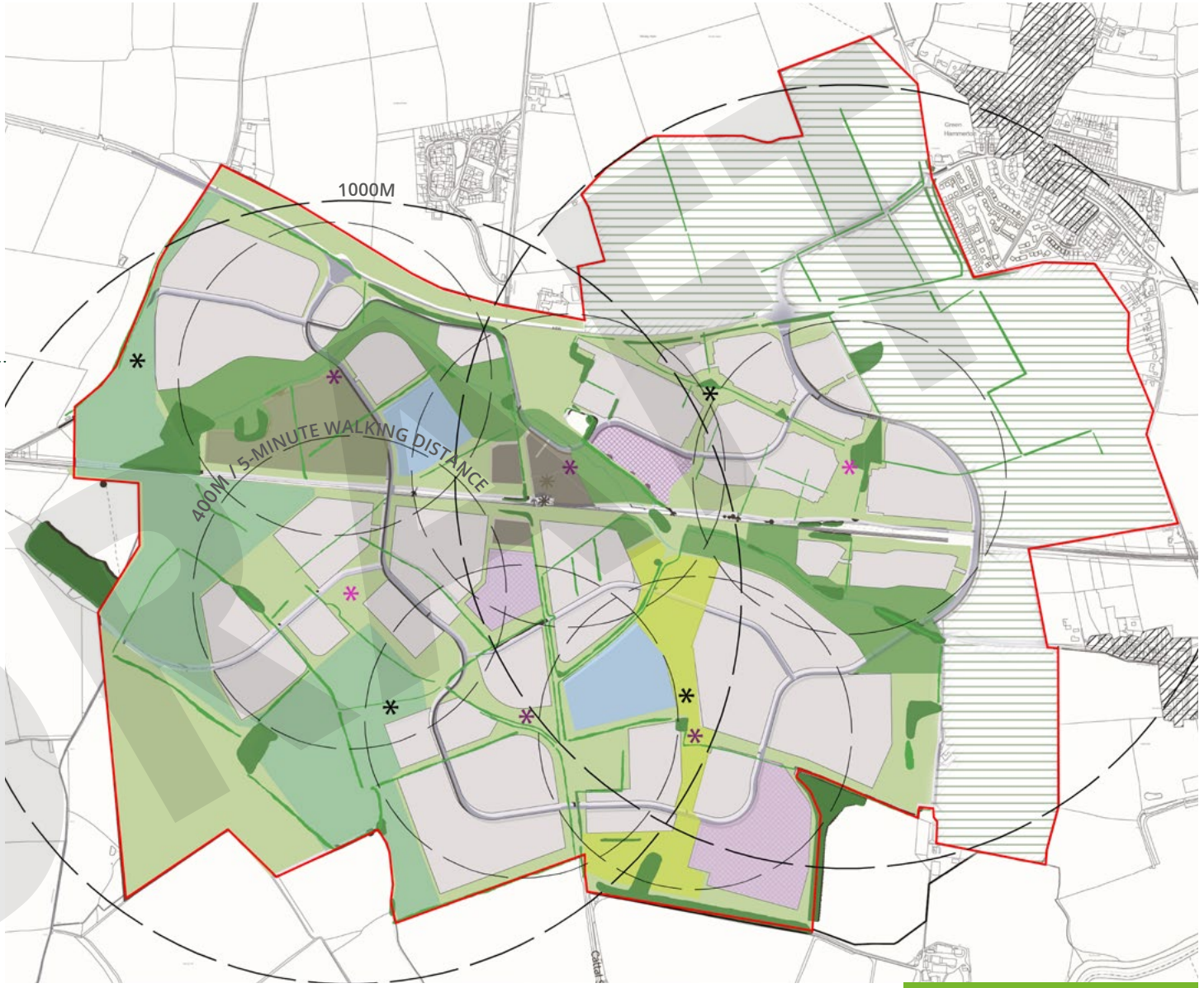
5.20 Additional local areas of amenity space will be provided within development blocks.

5.21 Open spaces will be designed to be easily maintained with encouragement for community involvement with maintaining certain areas of open space.

5.22 The specific use and character of community growing space will be informed by the function of the open space around them i.e. allotments in more informal / rural green space but potentially orchards in a more formal parkland.

5.23 Open space provision should be fully integrated with blue infrastructure, ensuring that wet areas, pons, and water features provide both ecological and amenity value. These spaces must be designed to be accessible and purposeful and encourage safe public interaction with water while supporting biodiversity and sustainable drainage. Incorporating seating, viewing points and pathways to enhance usability and create attractive, multifunctional environments must be achieved to promote wellbeing and social engagement.

FIGURE 22: OPEN SPACE DIAGRAM



KEY

- Site Boundary
- Beck Park
- Lingfield Park
- Strategic Green Gap
- Maltkiln Common
- Community Growing Space
- Neighbourhood Equipped Area of Play (400m & 1000m Isochrone)
- Local Equipped Area of Play (400m Isochrone)
- Sports Hub
- Local Centre
- School
- Employment
- SUDS Ponds
- Existing Planting
- Other Open Space

FIGURE 23: OPEN SPACE PLAN

6 Sustainability

6.1 The location of the development was chosen due to its proximity to the existing Cattal Railway Station which provides the site with good existing rail connections and opportunity to expand and enhance future rail connections to the proposed development.

6.2 Alongside this Masterplan Framework sits a Climate Strategy Overview with these points regarding to sustainability being highlighted.

ENERGY SUPPLY AND DEMAND

6.3 The principles of the Energy Hierarchy are; Use less energy, Supply energy efficiently, use renewable energy, Incorporate integrates energy systems and Monitor energy performance these can be found in more detail within the Climate Strategy Overview. The following principles will be applied to meet these;

- Dwellings will be designed to minimise energy consumption through an efficient building fabric.
- Energy will be supplied efficiently via decentralised systems, which could be achieved through a district heat network with community heat hubs to provide space heating and domestic hot water. Solar PV panels can offer secondary energy generation where required, primarily on south-east, south or south-west facing roof spaces.
- Low and renewable sources will provide on-site energy generation, such as Solar Photovoltaic (PV) panels.
- Energy systems will integrate with other on-site infrastructure, including EV charging and telecoms, to manage peak demand.
- Peak energy demand will be controlled through smart heating controls and metering.
- Post-occupancy monitoring will follow the BSRIA Soft Landings Framework, focusing on energy efficiency and the performance of community heat hubs.

EMBODIED CARBON AND CIRCULAR ECONOMY

- Design measures will minimise material use, maximise reuse and recycling and design for longevity and adaptability.
- Resources will be conserved by prioritising sustainable sourcing and facilitating reuse and recycling.
- Manage waste through Site Waste Management Plans, pre-demolition audits, and local recycling initiatives.
- Buildings will be designed for disassembly, maintenance, and future flexibility.
- A Whole Life Carbon Assessment will be undertaken to evaluate dwelling designs and minimise associated carbon impacts.

TRAVEL AND TRANSPORT

- Design principles will prioritise walking, wheeling and cycling, as well as access to public transport, reducing the reliance on trips by private car.
- All homes have EV charging, with fast charging provided at the local centre.
- Last mile deliveries with a distribution hub to manage associated emissions.
- Efficient networks for pedestrians and cyclists will link community facilities including schools, shops, healthcare, and recreation.
- Flexible workspaces will be provided throughout the development, offering options for local employment.

DIGITAL INFRASTRUCTURE AND SMART SETTLEMENT

- Where achievable, provision of high-speed fibre broadband and 5G will support remote and agile working and a reduced need to commute.

CLIMATE RESILIENCE

- Deliver extensive green infrastructure, including open spaces, community gardens, tree planting, and ecological corridors.
- Mitigate flood and overheating risks by avoiding impermeable surfaces, ensuring buildings are safe from flooding and applying passive design principles.
- Apply the cooling hierarchy to minimise overheating risk. Overheating assessments will demonstrate compliance with Building Regulations Part O.
- Achieve water efficiency standards of 110 litres per person per day for all dwellings. Non-domestic buildings will meet BREEAM Excellent standards for water and energy.

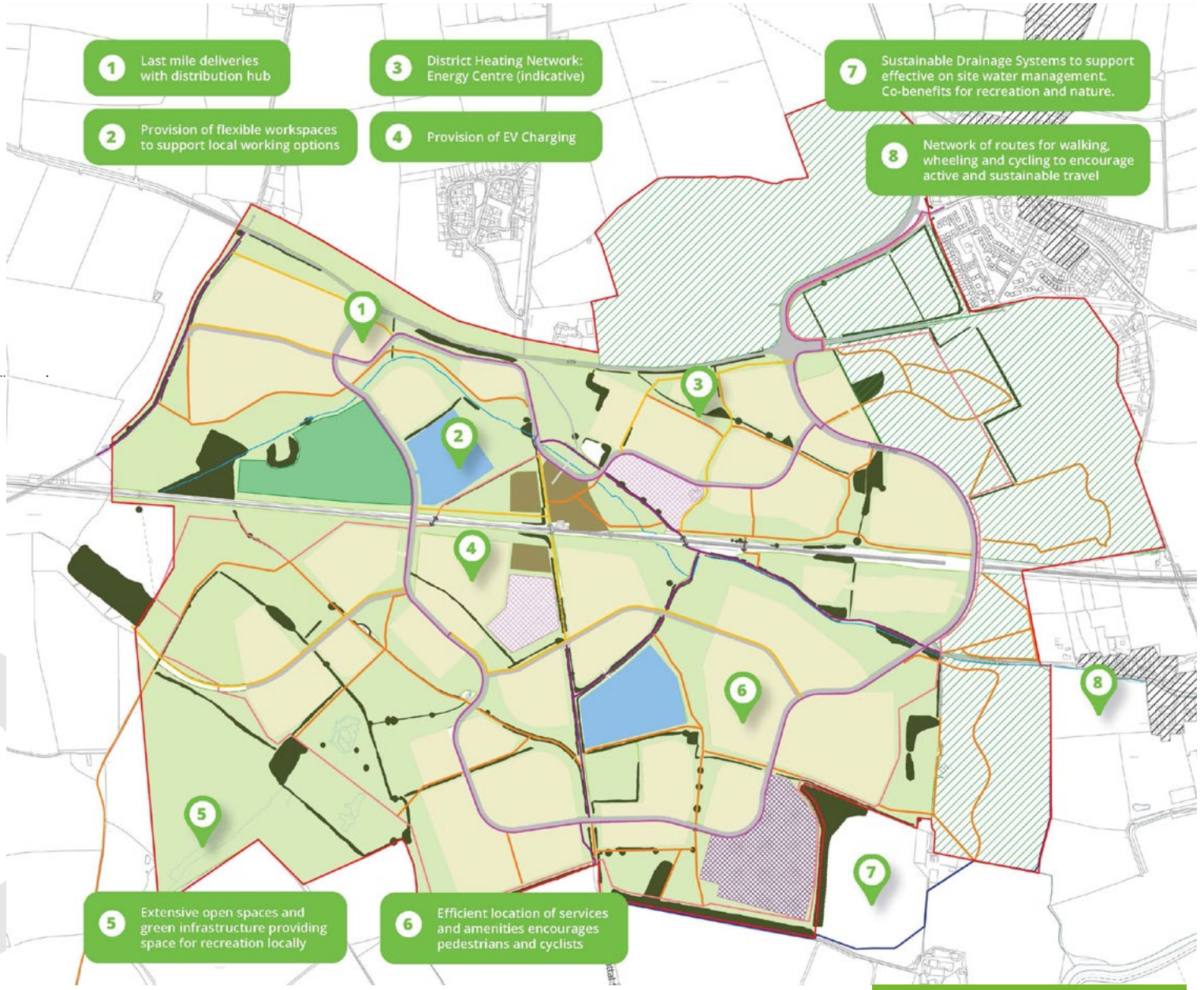


FIGURE 24: SUSTAINABILITY PLAN

7 Broad Character Areas

KEY INFLUENCES

7.1 The proposal will be supported by design codes that identify and build upon the strengths and opportunities of the local context. The codes will guide development to create distinctive areas that incorporate local references, reinforcing sense of place and community identity. This approach will ensure new spaces and buildings have a strong sense of place and local distinctiveness.

MALTKILN CENTRE

7.2 Heart of the community with higher density buildings. The village centre should reflect the successful qualities of local' town / village centres.

MALTKIN COMMON / STRATEGIC GREEN GAP

7.3 Maltkiln Common /The strategic green gap should incorporate a rural fringe with a lower density frontage.

BECK PARK

7.4 Naturalistic edges, maximise water feature, lower density frontage.

LINGFIELD PARK

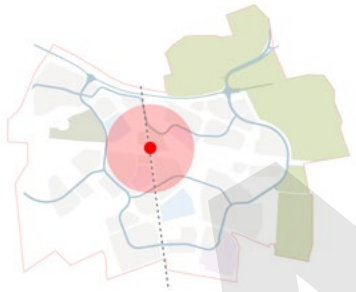
7.5 Lingfield Park should have a Strong frontage to provide enclosure with medium / high density.

ROMAN ROAD

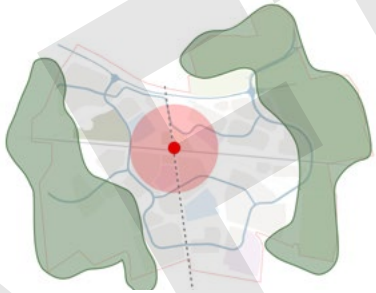
7.6 Roman Road features a Strong frontages in keeping with the character of the road and with medium density.

A59 FRONTAGE

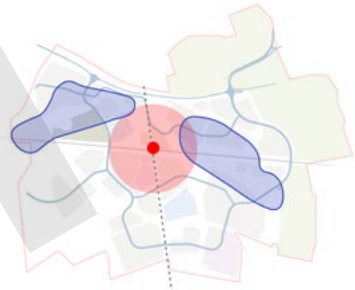
7.7 Naturalistic / rural edge with green buffer. Development to be largely screened to maintain existing character of the A59 to the east and west of the site.



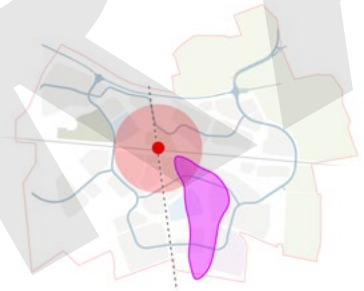
MALTKILN CENTRE



MALTKIN COMMON / STRATEGIC GREEN GAP

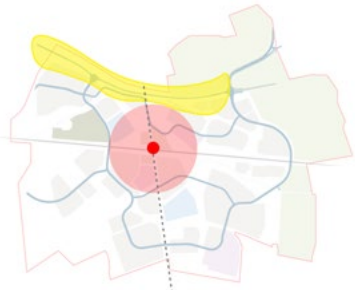


BECK PARK



LINGFIELD PARK

ROMAN ROAD



A59 FRONTAGE

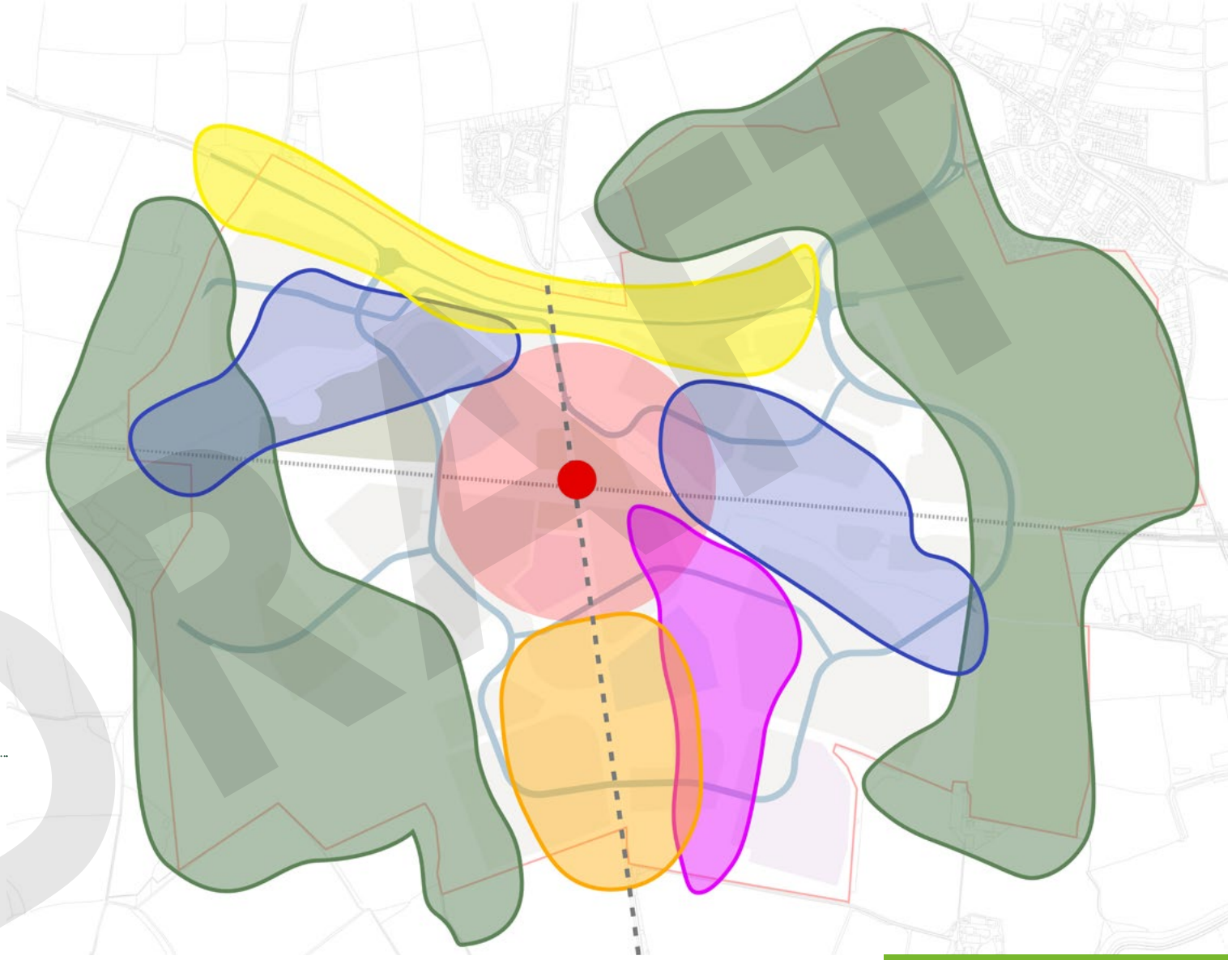


FIGURE 25: CHARACTER AREAS PLAN

URBAN-INFORMED NEIGHBOURHOODS

7.8 There are existing barriers / separation features such as the railway line and Roman Road. These features should not from arbitrary boundaries to character areas, but form transitions which provide the opportunity adapt and vary the use of materials and architectural elements that will be informed by principles identified in the 'Broad Character Areas'.

7.9 A distinct sense of place that responds to unique characteristics of the site identifies in the broad character areas will inform the urban informed neighborhood areas.

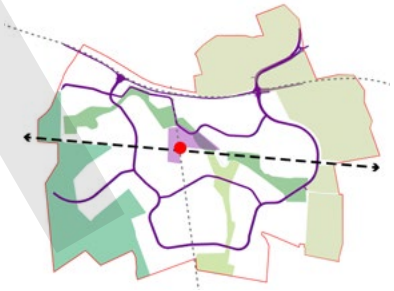
7.10 As such four distinct character areas have been identified as:

- Gilsthwaite
- Thornville
- The Grange
- Gelsthorpe

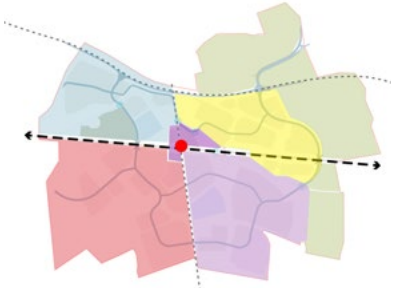
7.11 This approach will tie in with the six key influences identified previously.

7.12 A site-wide and area-specific design codes will be required to support future planning applications and clearly demonstrate the approach to building high-quality and locally influenced character areas across the Site.

PROVIDING A CONNECTED SETTLEMENT



CREATING A COMMUNITY HEART



CREATING A CHARACTERFUL MIXED NEIGHBOURHOOD

MAKING A SUSTAINABLE SETTLEMENT

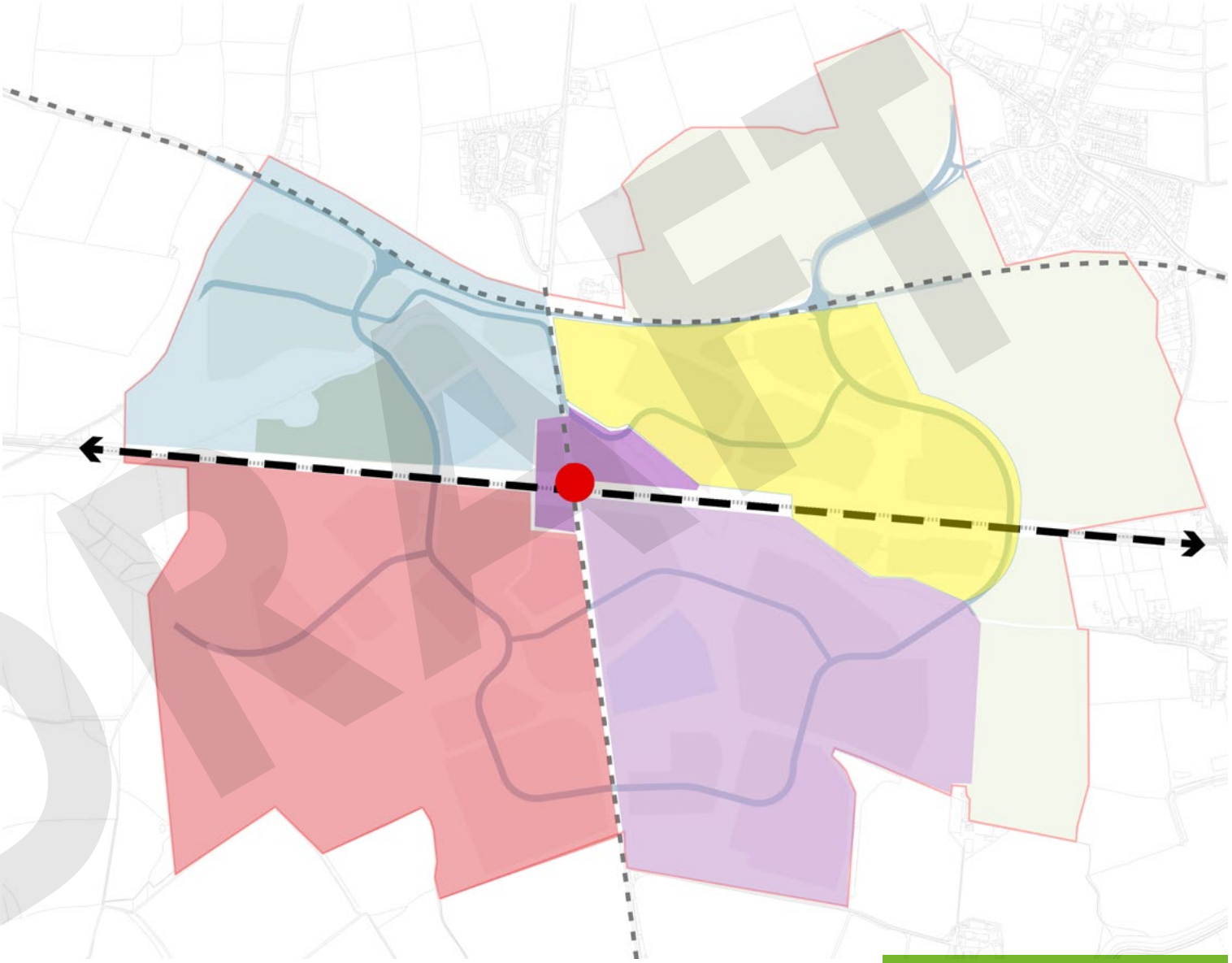


FIGURE 26: CHARACTER AREAS PLAN

8 Next Steps

8.1 This Masterplan Document has been prepared by Stantec, in collaboration with North Yorkshire Council and Caddick, as the main promoter of the new settlement, to guide future planning applications within the new settlement. It aligns with the design principles established in the New Settlement DPD and sets the expectation that all development proposals within the settlement must be consistent with this framework.

8.2 This framework forms the overarching development strategy for the site to establish a coherent vision to inform future design codes and planning applications.

8.3 More detailed design parameters such as density, appearance, and materiality will be set out in Design Codes, which must accompany all outline planning applications and must be in accordance with this Masterplan Document. Reserved matters applications will be assessed against the relevant approved Design Code to ensure consistency and quality in delivery.