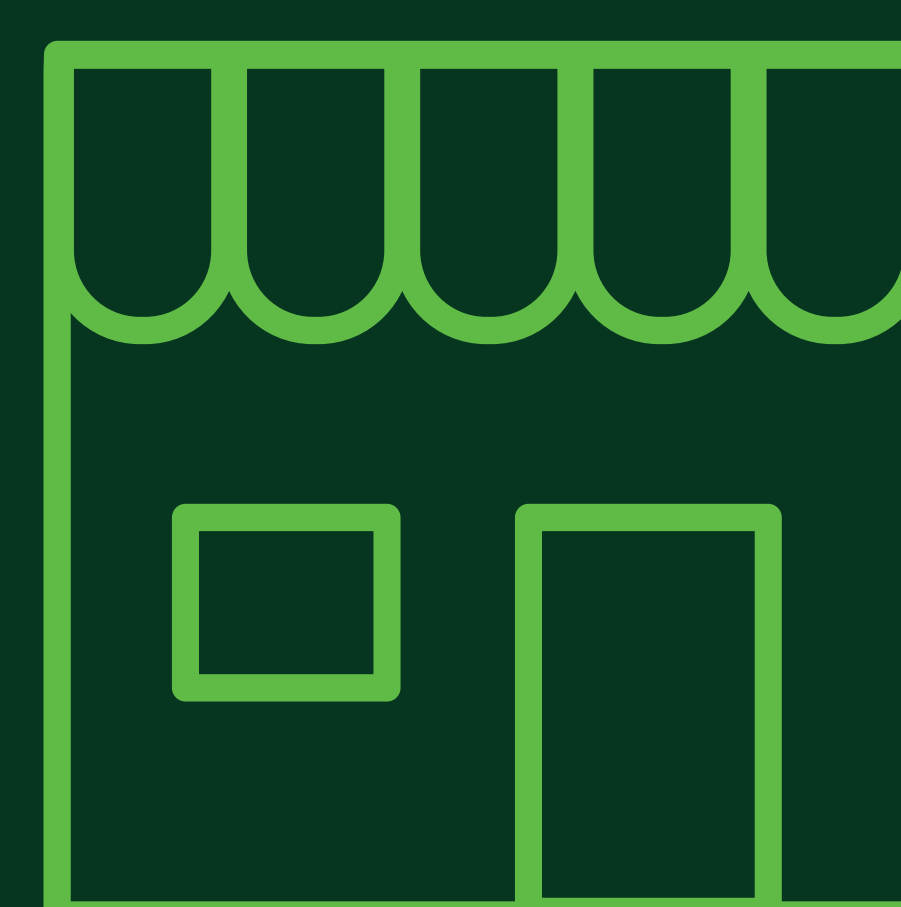
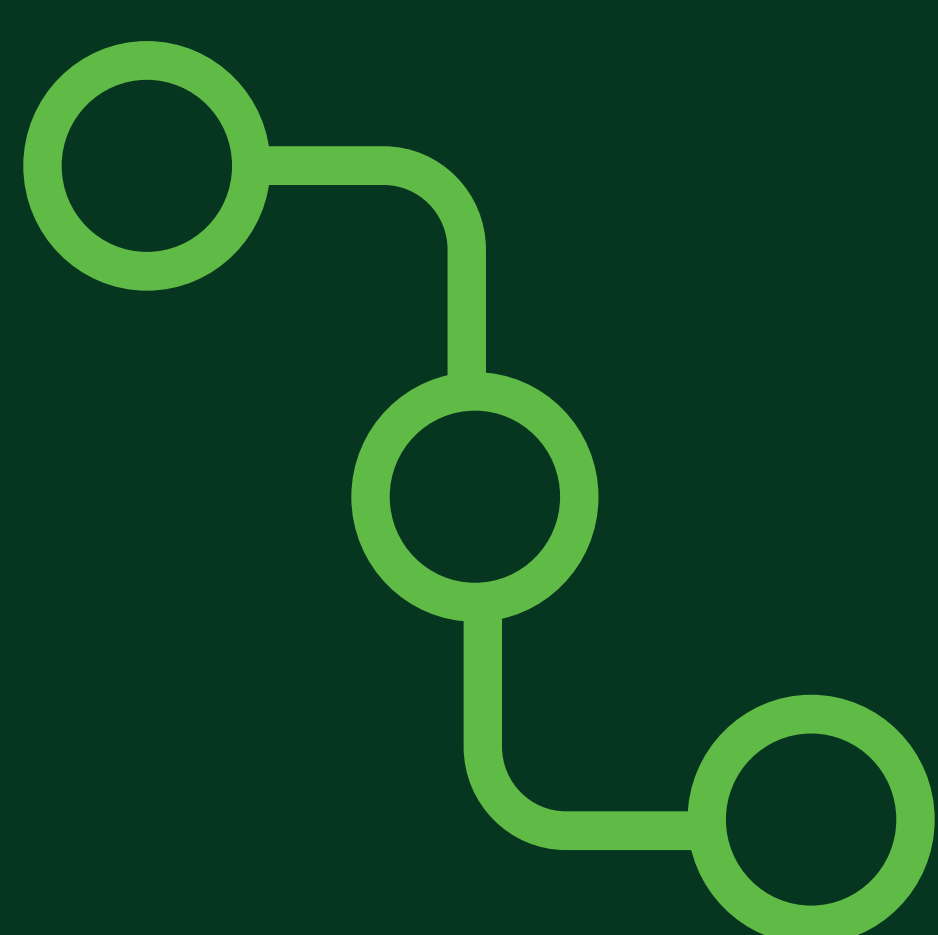




Thank you for attending this community consultation

This consultation is separate from North Yorkshire Council's Development Plan Document (DPD) process. The New Settlement DPD was prepared by the Council to establish broad principles for the development and set out policy requirements for infrastructure, sustainability, etc.

The Council has now submitted the DPD to the central government Department for Levelling Up, Housing and Communities (DLUHC), who will hold a Public Examination later this year, after which it is anticipated that the DPD will be adopted by the Council.





Purpose of this community consultation

Our outline planning application for 4,000 mixed-tenure homes, employment space, community facilities, two primary schools and associated infrastructure was submitted in 2019. Since then it has been updated several times to respond to the evolving policy objectives in the DPD and those policy objectives are developed into deliverable proposals by our planning application.

Following the Council submitting the DPD to government, we are now undertaking a further update of the planning application, to demonstrate deliverability and our responses to the DPD in preparation for the Public Examination. We are seeking your views on the proposed amendments to our proposals for the Maltkiln new settlement before these are submitted to the Council in the summer.

Background to the site

The site extends to approximately 263 hectares of land, centred around the existing Cattal rail station. The adopted Harrogate District Local Plan 2014-2035 included a policy requirement for a new settlement around Cattal station to deliver a minimum of 3,000 homes and associated community facilities.

The Harrogate District Local Plan will continue as the framework for development in the area until the new North Yorkshire Council prepares and adopts its own Local Plan, a process that takes many years.





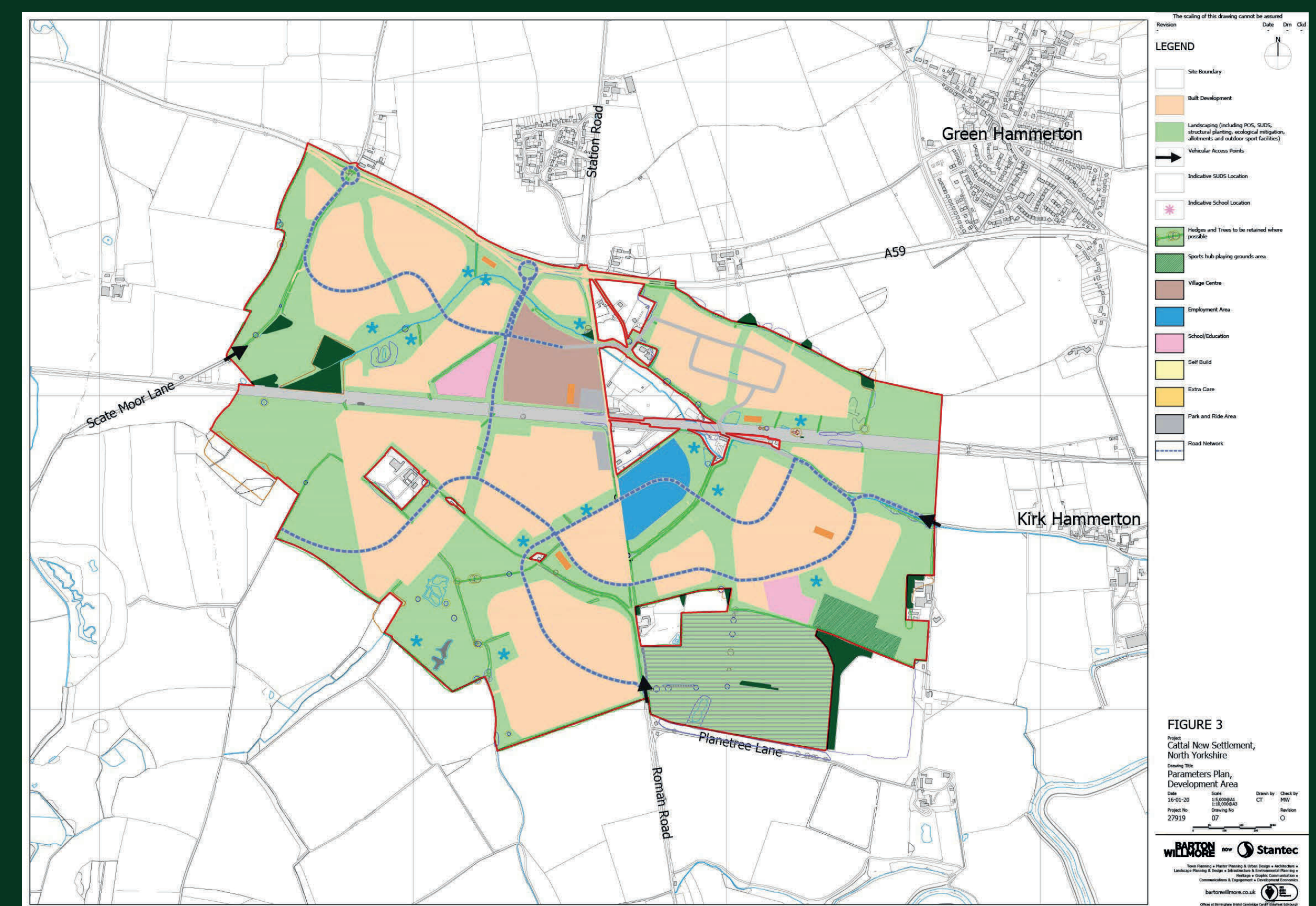
Scheme Amendments

Changes to the scheme include:

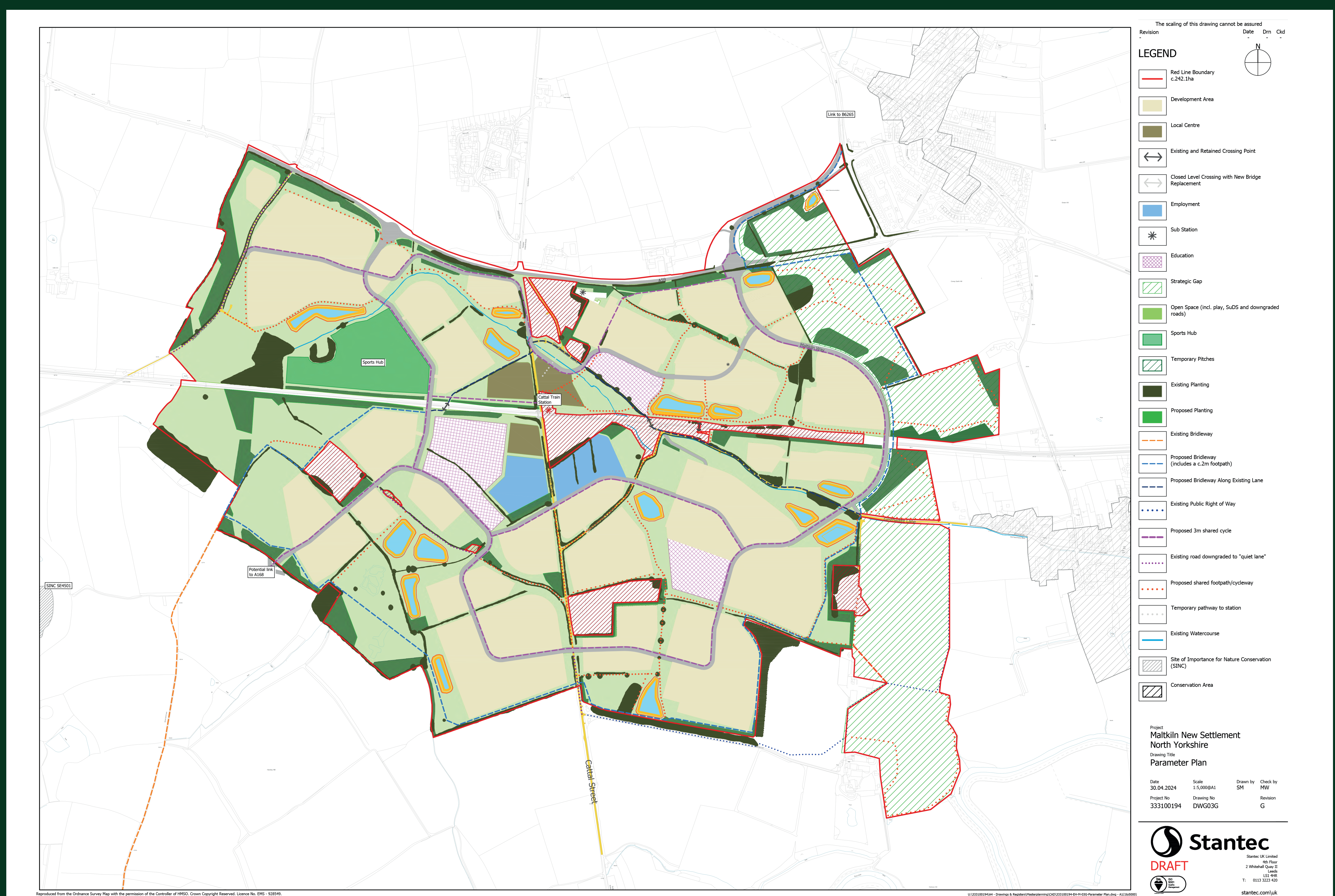
- The site boundary has changed to the north east and east to provide access into the first phase of development from the A59 and formalise public use of parts of the strategic green gap between Maltkiln, Green Hammerton and Kirk Hammerton
- Access into the site will still be from two new roundabouts, there is also now an additional new road bridge over the railway on the eastern edge to create an internal loop within the development
- The local centre is now extended east of Station Road and north of the railway station
- The proposed locations for the two new primary school locations have been amended, with the northern school positioned next to the local centre
- Delivery of the development will now start with a first phase in the north east and follow in a clockwise direction

The revised access, inclusion of additional land and amendments to our proposals have all been fully assessed and are suitable from a technical perspective.

Old Scheme



New Scheme





Highways and Connectivity

Access into the site will continue to involve two new roundabouts on the A59. The locations of the roundabouts have however been altered to include access to a first phase of development in the north east area of the site.

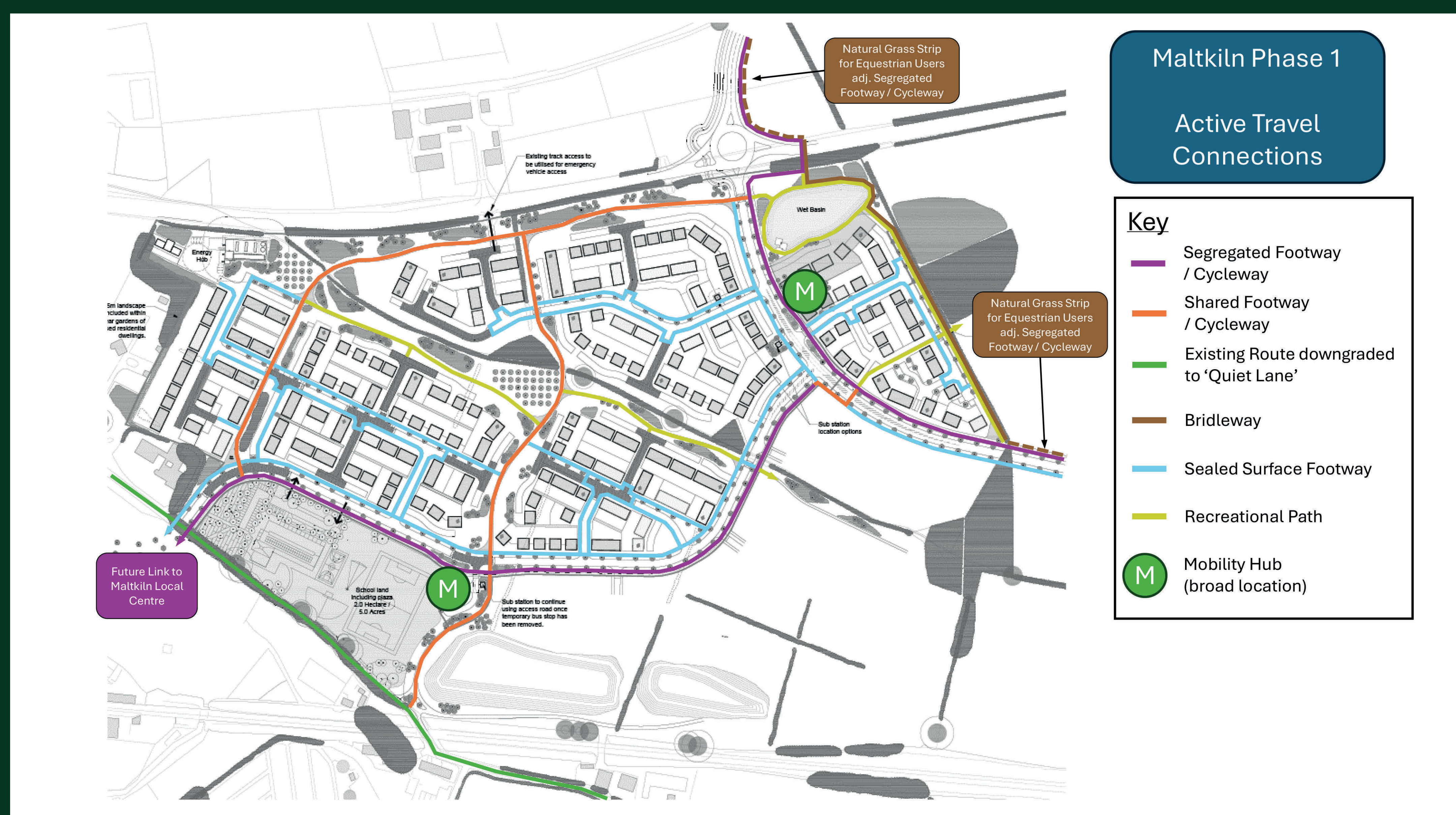
The new north-eastern roundabout includes a link to the B6265 which will replace the existing T junction on the A59. As part of that link, there will be a new pedestrian, cycle and horse-riding route between Green Hammerton, Maltkiln and Cattal railway station.

The north-western roundabout will enable closure of the southern arm of the Whixley Crossroads, and the southern arm of the Scate Moor Lane crossroads. These points will be linked through the site via a new east-west route, which will then connect to the north-eastern roundabout, via the proposed local centre.

North-south connections through the site will be via a new vehicular bridge over the railway line on the development's eastern boundary, an improved underpass on Gilsthwaite Lane and the closure of the existing level crossing at Cattal Station. In the later phases, a second road bridge over the railway will be delivered to the west of the station to create the internal loop back to the A59.

These vehicular connections will be supported by a network of new walking, cycling and horse-riding routes throughout the site, which will link all areas of the development together, offering safe, segregated and attractive routes away from traffic.

New and enhanced bus services will also be delivered as part of the proposals, providing connectivity to nearby towns and villages such as Boroughbridge, Tockwith and Wetherby.





Landscape and sustainability

Landscape

As part of the revisions to our proposals, we have formalised public access to, and use of, the majority of the strategic green gap area proposed in the DPD. By including this area in our proposals, its use can be permanently regulated and managed to maintain the gap between Maltkiln and the villages of Green Hammerton and Kirk Hammerton.

We are proposing landscaping and ecological enhancement works in the strategic green gap area, which will maintain its rural character while also providing valuable additional open space for both Maltkiln residents and the existing communities. Access will be provided via new footpaths, cycleways and bridleways.

The landscape and visual effects of the amended proposals have been fully assessed as part of the current planning application.

Ecology

Our ecological survey work has been continually updated and extended during the DPD process. This will continue throughout the planning and delivery stages of Maltkiln, to accommodate changes in regulatory requirements and best practice, as well as changes on the site itself.



Gilsthwaite Lane This route will be downgraded to a quiet lane with pedestrian and cycle priority.



Maltkiln Common Open expanses of grassland and meadow populated with trees



Community Growing Community gardens and allotments will be established throughout Maltkiln



Wilder Outlook Maltkiln Common will be fronted with surrounding properties benefiting from views.

Energy and Carbon

Energy to the new community will be provided by an onsite heat network. Energy centres will generate heat which is then delivered to homes, providing a cost effective and low carbon energy source for residents. Using a system of air and ground source heat pumps, solar panels and back up boilers, the energy centres will feed surplus energy back to the grid.

This innovative managed energy system, combined with energy efficient homes which reduce demand, delivers homes that reduce carbon emissions when compared to traditional approaches. It is also future proofed, enabling new technologies for heat generation and demand management to be introduced far more easily than if each home had a traditional independent system.

As well as being energy efficient, the homes at Maltkiln will be designed to utilise lower carbon materials. Construction activities will be carefully planned to reduce their carbon and resource impact, by minimising waste in the use of materials and other resources, and maximising reuse and recycling.



Play Areas High quality play provision will be located within walking distance of all residents



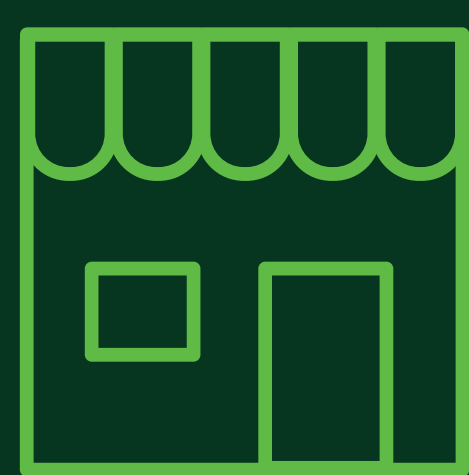
Lingfield Park Formal lawns and tree avenues will populate this park



Beck Park This linear park will meander through the new residential communities.



Strategic Gap This landscape will be retained for biodiversity enhancement and recreation



Local centre

The proposals include a mixed-use local centre. The Maltkiln DPD lists the uses that the Council wish to see provided in the local centre, these include:

- **Mixed retail, including a large range of unit size and spaces which support independent retail and entrepreneurship (selling convenience and comparison goods);**
- **Business and commercial uses (including office space, banks, post office etc);**
- **Leisure and entertainment facilities (such as food and drink outlets);**
- **Health and community facilities (including a health centre, faith spaces and arts/cultural facilities);**
- **Civic spaces;**
- **Residential units above retail and commercial premises;**
- **Uses that support the creation of a night-time economy;**
- **Extra care**

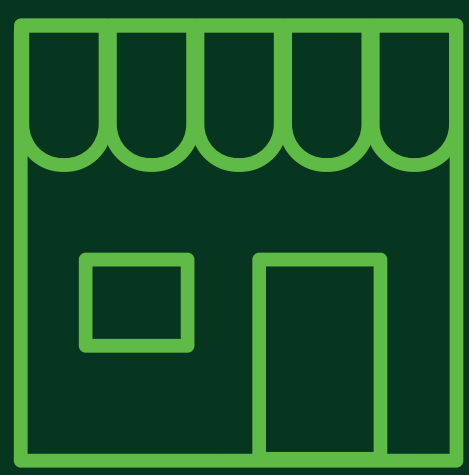
The local centre and uses within it will necessarily be delivered in phases as Maltkiln grows. Our first phase includes proposals for temporary space adjacent to the sales centre, which we hope will be occupied by an independent retailer to enable them to establish themselves in advance of moving into permanent space in the local centre, by which time there should be sufficient demand to bring complementary uses into Maltkiln.

We have begun developing plans for the local centre to explore how this could come forward. Two options are presented which we would welcome your feedback on.

Both options include:

- **Mixed use, sustainably designed buildings to create active communities**
- **Well-designed pedestrian links between the school, market square and railway station**
- **High quality landscaping and well-lit, safe, public spaces**
- **Close proximity to bus and taxi hub, as well as to active travel mobility hub**
- **An easily accessible convenience store, children's play area and other high quality amenities**





◀ Option 1



Option 1:

Use of traditional materials but with some contemporary details

Green boulevards, creating safe and vibrant pedestrian and cycle access throughout

Cars and parking take a back seat



◀ Option 2



Option 2:

More traditional layouts and market square formation

Linear tree lined boulevards

Cars and parking slightly more prominent, but still secondary to pedestrians and cycles





Primary Schools

The proposals have always sought to deliver two primary schools.

The first school will provide educational facilities for 420 children of primary school age with two classes per year. Additional early years facilities will be created to provide 26 nursery places.

The school will be highly sustainable, with photovoltaic panels, solar shading and natural ventilation. Its design blends contemporary and traditional styles to provide a modern and inspiring learning environment.

One of the changes to our proposals is moving the northern primary school to a location between our first phase of development and the local centre. We believe this will encourage use of both the local centre and the railway, while providing opportunities for the community and school to have joint access to additional indoor and outdoor facilities. Initial design studies for the school are shown below.



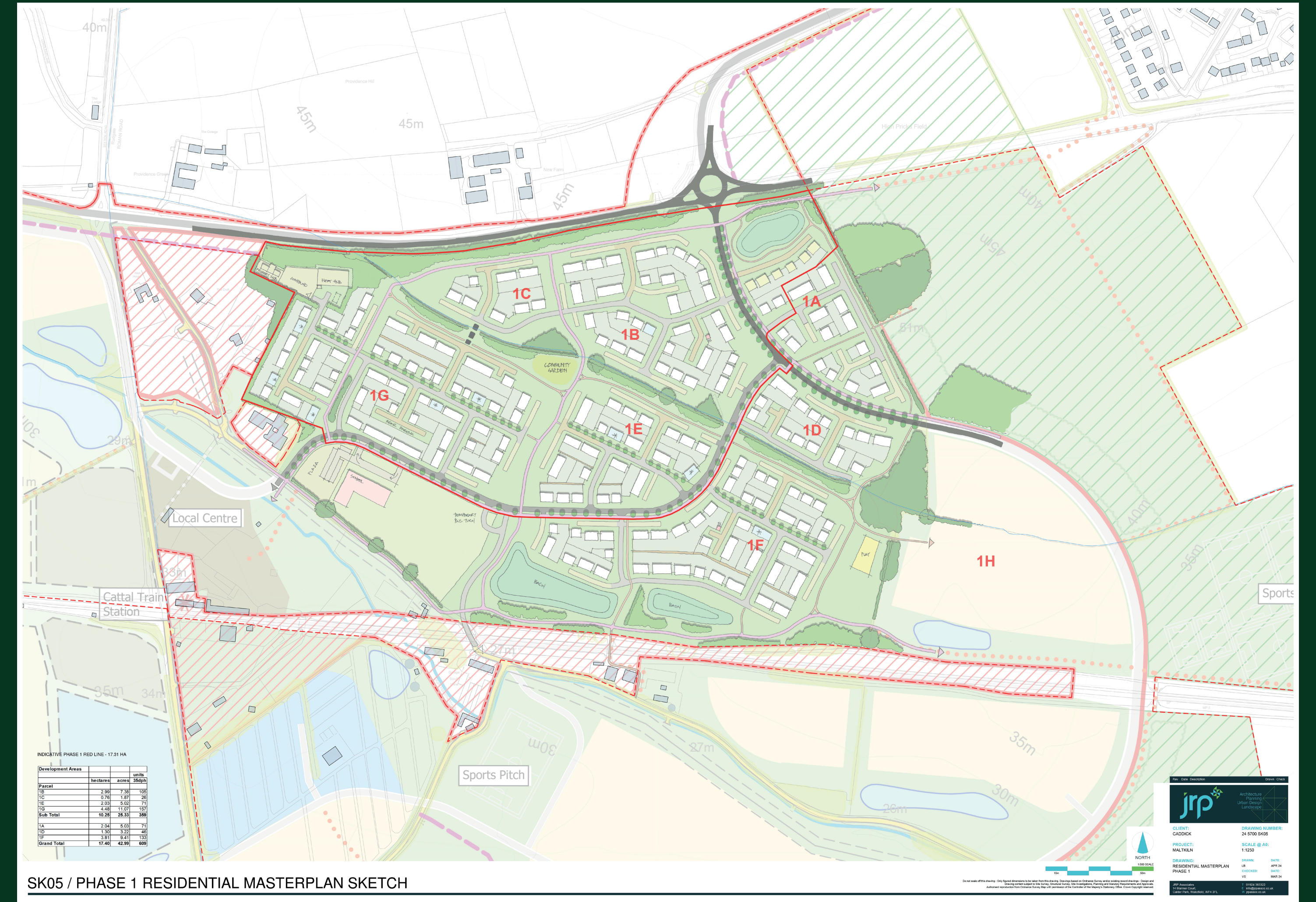


Maltkin – first phase

The first phase of Maltkiln will now be in the north east area of the site, which will start in parallel with Johnsons of Whixley beginning their relocation to a new site closer to junction 47 of the A1(M).

The first phase will be within the north east part of the overall site. The plan to the right shows the area we will be preparing detailed design for, including a sales centre and temporary retail space close to the eastern access from the A59. The image below shows how the new homes could look, combining the traditional architecture & materials of the local area with contemporary detailing.

The drawings below show the proposed extent of this first phase, which will include a sales centre and temporary retail space close to the new access, as well as our initial ideas for the design of the new homes.



Next Steps

Over the coming weeks, we will revise the proposals taking into account the feedback received in this consultation process.

We anticipate that our updated plans and technical reports will be submitted to North Yorkshire Council in June/July. The Council will then reconsult both statutory consultees and the community for their comments on the new proposals, so there will be a further opportunity to provide your feedback. We hope you have found the exhibition useful. We would be grateful if you could complete a questionnaire to ensure that your views are recorded and can be considered.

COMMENTS AND FEEDBACK

Please leave your questionnaire in the box provided or alternatively send your comments by post to:

Freepost RUCJ-HCBA-JGGX
Social 2.23
Platform
New Station Street
Leeds
LS1 4JB

You can also send comments by email to:
maltkiln@social.co.uk.

Please ensure that all responses are received no later than Friday 27th May 2024 in order that they can be considered when we finalise our submission to the Council.

