

# VALES AND TEES LINKS



## INTRODUCTION

- 10.1 The Vales and Tees Links sub area includes most of the District of Hambleton and parts of the Districts of Richmondshire, Ryedale and Harrogate. The basis for defining this sub area are its differences from the surrounding areas of North Yorkshire. To the east and west are the more remote upland areas, made up of the Region's National Parks and environmental designation areas. These form the Remoter Rural sub area. To the south, is an area strongly affected by development pressures arising from proximity to the Leeds, Harrogate and York housing and travel-to-work areas. The main urban area of the Tees Valley City Region lies just north of the regional boundary and exerts considerable development pressures over much of the northern part of the sub area. Much of the sub area has strong links with the North East Region.



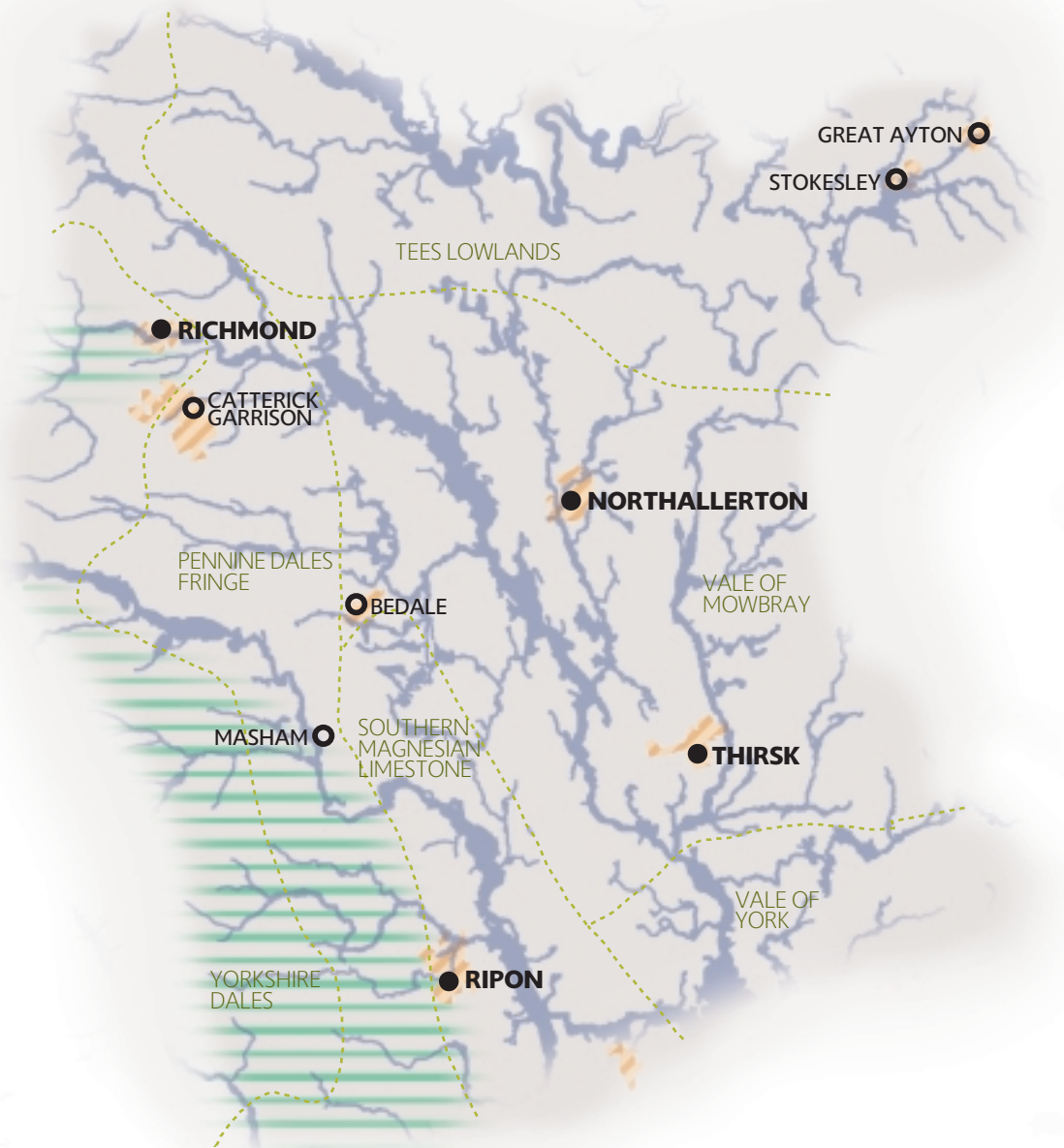
### SETTLEMENTS, THE ECONOMY AND HOUSING

- 10.2 The sub area has a population of just over 135,000, less than 3% of the Region's total. Its people have good levels of health, the Region's highest activity rates and lowest levels of deprivation. In the context of the Region as a whole, the sub area is characterised by good quality of life and high quality of built and natural environment. These qualities continue to attract more mobile affluent households dependent on high levels of commuting, usually by car. House prices are generally high, and prohibitively high in the high demand areas in the south and north of the sub area, where affordable housing issues are critical.
- 10.3 The sub area has strong links to nearby city regions. It includes four Principal Service Centres – Northallerton, Thirsk, Ripon and Richmond – and local service centres at Catterick Garrison, Bedale, Great Ayton and Stokesley. These centres provide a range of services and some serve geographically wide catchments, including much of the adjoining Remoter Rural sub area. The general role of these centres is not anticipated to change up to 2021, the exception being Catterick Garrison, where anticipated major expansion of the size of the army garrison is likely to support widening its range of services and increasing its role from a Local Service Centre to that, together with Richmond, of a linked Principal Service Centre.
- 10.4 In terms of the Region as a whole, the sub area continues to experience strong pressure for new housing, but this is largely based on long distance commuting with relatively few local job opportunities and continuing reliance on the agricultural sector, where further decline is likely. Hence, catering for significant future growth in market housing is likely to further embed unsustainable development and travel patterns, fail to address affordability issues and tend to undermine regeneration efforts in the adjoining city regions, especially the Tees Valley City Region, where housing-led regeneration and population retention are key strategies.

### ENVIRONMENT

- 10.5 Much of the sub area is within the Vale of Mowbray and Tees Lowlands character areas and is low lying. Consequently, parts of the sub area are at flood risk, risks which should be minimised by, for example, upland alleviation measures and creating floodplain woodlands. The sub area has a variety of attractive predominantly lowland landscapes although intensive farming practices have eroded the landscape character of some areas. There is a pattern of historic market towns and villages and a number of important prehistoric and Roman features. These natural and man-made environments should be safeguarded and enhanced. The sub area's market towns have a rich historical and architectural character. An example is Ripon's status as a 'Cathedral City'.
- 10.6 The sub area has generally good potential for more wind energy development, this needs to be balanced by other considerations such as landscape character. Transportation facilities make the sub area suitable for increased biomass production to supply the Region's major power stations along the River Aire.

Fig.10.1 | ENVIRONMENT MAP



**SETTLEMENTS**

- Principal Service Centre
- Local Service Centre
- Built-up Areas

**ENVIRONMENT**

- Countryside Character Areas
- ≡ Important Environmental Designation
- Main Areas of Environmental Designation
- High Flood Risk Area



## TRANSPORT

10.7 The sub area is characterised by generally good north-south links. The Tees Valley City Region and Leeds/York City Region are linked by major main road and rail routes. East-west links are more local in design and character. Public transport to link service centres to smaller settlements is important to sustain both rural areas and the general role of service centres. There may be scope for more innovative public transport initiatives to link smaller populations to service centres. The Durham Tees Valley Airport lies just north of the regional boundary within the Tees Valley City Region.

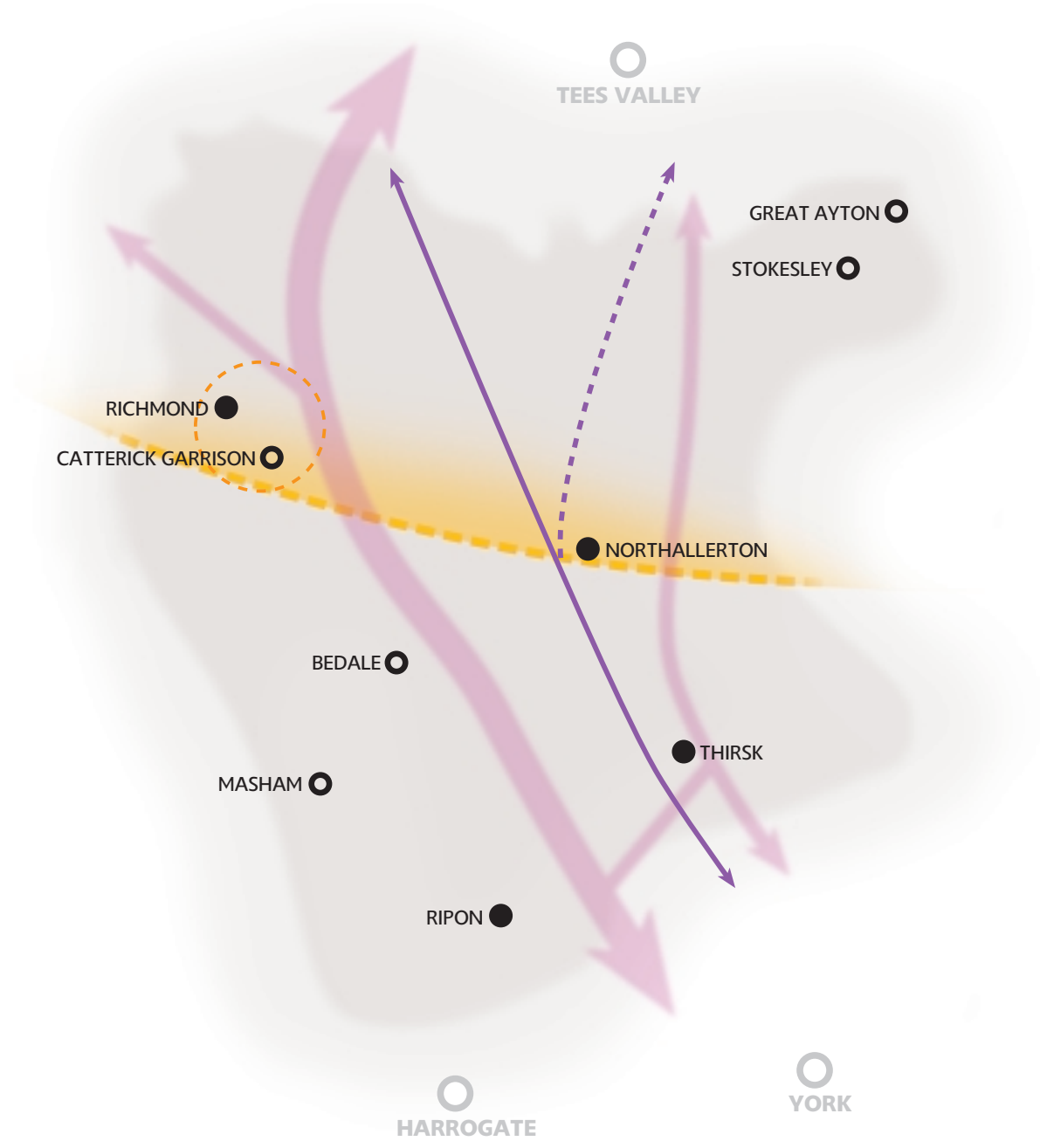
## OUTCOMES BY 2021

- Growth pressures have been controlled to support urban regeneration of the adjoining city regions and safeguard quality of life, environmental values and the character of the sub area
- Within the context of safeguarding the quality and character of the sub area, a more robust and diverse economy has been achieved by supporting the roles of the Principal Service Centres, building on the potential benefits of a growing Catterick Garrison and maximising the contribution of small scale economic commercial uses
- Outside the Principal Service Centres, new housing provision has focused mainly on meeting affordable housing needs

Table 10.1 | POLICY AND INDICATOR LINKS

KEY POLICY LINKS	INDICATOR	
YH1, YH4, YH5, YH6, YH7, YH8, E5, E7, H1, H3, ENV1, ENV5, ENV7, ENV9, ENV10, T1, T3, T8, T9	134	Review defence estimates annual Stewardship Reports to monitor progress on the plan to identify Core Sites and commence Estate Rationalisation
	135	Progress on Area Action Plan for Richmond/ Catterick Garrison

Fig.10.2 | **CONTEXT DIAGRAM**



**SETTLEMENTS**

- Principal Service Centre
- Local Service Centre

(Settlements with influence from outside the Sub Area are in grey)

○ Linked Centre

--- Tees Valley area of influence

➔ Linkages

**TRANSPORT**

- ➔ East Coast Main Line (ECML)
- Other Railway

**POLICY**  
**VTL1** VALES AND TEES LINKS SUB AREA POLICY

All plans, strategies, investment decisions and programmes for the Vales and Tees Links sub area will, where appropriate, seek to:

- A** ROLES AND FUNCTIONS OF PLACES
- Develop the complementary roles of Northallerton, Thirsk, Ripon and Richmond/Catterick Garrison as Principal Service Centres to ensure their effectiveness and sustainability
- B** ECONOMIC DEVELOPMENT
- Diversify the sub area economy to lessen dependency on the agricultural sector and reduce out-commuting
  - Support the growth of Catterick Garrison
- C** ENVIRONMENTAL QUALITY
- Protect and enhance the historic character of the sub area's market towns and countryside
  - Safeguard, and where necessary, improve the landscape character of the Vale of Mowbray and Tees Lowlands
  - Reduce the risk of flooding in settlements adjacent to the sub areas rivers and control development in 'at risk' areas
  - Investigate the scope for renewable energy generation and increasing biomass production both to supply the regional renewable energy needs and to promote agricultural diversification
- D** TRANSPORT CONNECTIONS
- Improve the public transport connections between the sub area's Principal Service Centres and smaller settlements and rural areas
  - Encourage shift from car based to public transport based commuting

**POLICY** VALES AND TEES LINKS SUB AREA POLICY (continued)  
**VTL1**

- E** STRATEGIC PATTERNS OF DEVELOPMENT
- Restrain market housing development overall in the sub area to support regeneration and growth in the Leeds and Tees Valley City Regions and reduce long distance commuting
  - Focus most new development in the sub areas Principal Service Centres
  - Provide, in Principal and Local Service Centres, affordable housing and appropriate scale of employment opportunities to address local needs
- F** REGIONALLY SIGNIFICANT INVESTMENT PRIORITIES
- Support ongoing improvements to the A1(M), A19 and East Coast Main Line
- G** JOINED UP WORKING
- Develop complementary roles for the sub area's Principal Service Centres and develop good local transport links between these centres and their catchment areas
  - Support the renewal and regeneration of the Tees Valley City Region and the main urban area of the Leeds City Region

