The South Tyneside Local Plan Pre-Publication Draft (Regulation 18) Duty to Co-operate Position Statement & Statements of Common Ground (July 2019)
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1. INTRODUCTION

1.1 This Statement has been prepared to accompany the Pre-Publication Draft of the South Tyneside Local Plan (Regulation 18) (“the Plan”). It demonstrates how we have and continue to comply with the requirements of the Duty to Cooperate (“the Duty”). It sets out the strategic issues that are relevant to the Borough and details the ongoing engagement that has, and continues to take place with our neighbouring authorities and other “prescribed bodies”.

1.2 It should be borne in mind that the Plan is at an early stage in its production. Hence, this is a ‘live’ Statement reflecting progress of discussions and joint working that has taken place up to July 2019. As such, whilst this Statement sets out the strategic issues identified thus far:

- Every attempt has been made to resolve strategic matters for this stage of the Plan, but there will be cases where it has not been technically or logistically possible eg new evidence may need to be jointly commissioned and the findings will inform the next stage of the Plan;

- It will be the first time that neighbouring authorities and prescribed bodies will have seen the policies and proposals collectively within one document which may also generate new matters for the Plan to address as it advances;

- It must reflect that our neighbouring authorities are at different stages of preparing their respective local plans – this will influence how potential strategic matters can be practically addressed;

- We may be reliant upon infrastructure investment from specific bodies where the necessary funding has not as yet been secured. Our separately prepared Infrastructure Delivery Plan provides further detail to such infrastructure projects that are committed, planned or required to support the delivery and implementation of the Plan.

1.3 Where matters have not been addressed for this stage of the Plan, it does not mean that this draft of the Plan is unsound or that we have failed to comply with the Duty. Where this is the case, this Statement sets out the necessary future processes and steps that we will take to address those matters working with the relevant bodies.

1.4 Therefore, future iterations of this Statement will be updated detailing the latest outcomes from our ongoing collaboration, consultations and discussions. These Statements will accompany the Plan’s formal Publication Draft Consultation (Regulation 19) and Submission to the Secretary of State which are anticipated in February and July 2020 respectively.

1.5 Appended to this Statement are separately prepared draft Statements of Common Ground. These provide more detail on:

- The collaborative and ongoing work that has taken place to date and also set out agreed future actions to address any unresolved strategic matters;

- The specific cross-boundary or strategic issues that have been identified;

- The evidence (including jointly prepared evidence) that has or will be prepared;
The degree to which these issues have been addressed and influenced the Plan thus far as well as any future actions required.

1.6 Collectively, these will demonstrate how all parties have complied with the Duty in terms of working together on and ongoing and collaborative process and will continue to do so throughout the remaining stages of the Plan and even beyond its adoption.

2. **THE LEGISLATIVE AND PROCEDURAL REQUIREMENTS OF THE DUTY**

### LEGISLATION

2.1 The Duty was introduced through Section 110 of the Localism Act 2011 and was subsequently enshrined with the National Planning Policy Framework (NPPF) in 2012. The Duty requires all local planning authorities and “prescribed bodies” to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross-boundary matters.

2.2 Specifically, the Duty relates to sustainable development or the use of land in connection with infrastructure which is strategic and that would have a significant impact on at least two local planning areas.

2.3 The “prescribed bodies” which local planning authorities must cooperate with are set out in the Town and Country Planning (Local Planning) (England) Regulations 2016. Cooperation must take place with these bodies on issues of common concern in order to develop sound local plans:

- the Environment Agency;
- Historic England
- Natural England
- the Civil Aviation Authority
- Homes England
- Clinical Commissioning Groups
- The Office of Rail and Road
- Integrated Transport Authority
- Highways Authority
- The Marine Management Organisation.

2.4 Local Enterprise Partnerships and Local Nature Partnerships are not subject to the requirements of the Duty, but local planning authorities and county councils in England, and prescribed public bodies must cooperate with them. Private sector utility providers are not covered by the Duty. In the interests of ensuring that we have addressed the relevant strategic issues that are specific to this Borough, we have also cooperated with a range of other bodies such as:

- Sport England
2.5 The revised NPPF (2019) retains the requirement for local planning authorities to cooperate with each other on strategic matters that cross administrative boundaries (paragraph 24). Paragraph 25 makes clear that “strategic plan-making authorities... should also engage with their local communities and relevant bodies including Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected mayors and combined authorities”. Paragraph 26 emphasises the importance of effective and ongoing joint working between strategic policy-making authorities and relevant bodies for the production of a positively prepared and justified strategy, and notes: “In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere”.

2.6 The NPPF (paragraph 27) also introduces the requirement that: “in order to demonstrate effective and on-going joint working, strategic policy-making authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these”.

2.7 At Paragraph 35, the NPPF sets out the four tests of soundness that will be applied during examination of local plans and spatial development strategies – two of which are directly relevant to the Duty, in so far as whether the plan is:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

- **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.

2.8 NPPG guidance on plan-making sets out the Government’s expectations regarding the scope and content of SoCG. Paragraph ID 61-002-20180913 states:

“A statement of common ground is a written record of the progress made by strategic policy-making authorities during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process, and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. In the case of local planning authorities, it also forms part of the evidence required to demonstrate that they have complied with the duty to cooperate.”
2.9 Whilst the PPG is clear on what the SoCG should contain (Paragraph ID 61-003-20180913), it does not prescribe a specific approach that should be taken regarding the number of SoCG prepared to cover strategic cross-boundary issues. Paragraph ID 61-005-20180913 states: “Authorities are expected, wherever possible, to detail cooperation in a single statement. They may feel it is appropriate to produce more than one statement if they feel this would be the clearest and most expedient way to evidence joint working. This will depend on the matters being addressed and authorities and bodies cooperating with each other”.

2.10 Given the breadth of potential cross-boundary issues affecting the Borough, the number of local planning authorities sharing our border, the different stages of plan preparation, and different groupings of authorities and public bodies relevant to cross-boundary issues (discussed later in this statement), we have sought to prepare separate SoCG with each of our neighbouring local planning authorities. These SoCG document the relevant cross-boundary issues between the local authorities in question, and the actions taken to so far to address them.

WHAT DOES THE DUTY TO COOPERATE MEAN IN PRACTICE?

2.11 The Duty requires local planning authorities (officers and members) to engage in proactive and sustained joint working to address strategic issues that cut across administrative boundaries from the outset of Local Plan preparation and come to agreements on solutions where possible. Consultation alone is unlikely to satisfy the requirements of the Duty. It also requires local planning authorities to consider joint approaches to plan making, evidence gathering and infrastructure planning.

2.12 There is no definitive list of actions that constitute effective cooperation under the duty, it could be by way of:

- Joint research and evidence gathering;
- Plans or policies prepared as part of a joint committee;
- Memorandums of understanding;
- A jointly prepared strategy presented as evidence of an agreed position.

2.13 The key point is that cooperation is a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support the current and projected levels of growth.

2.14 The PPG usefully clarifies that there is no ‘duty to agree’ on matters. For example, an authority cannot compel its neighbour to provide for its own unmet development needs “...where it can be demonstrated it would have an adverse impact when assessed against policies in the National Planning Policy Framework”.

2.15 At examination, Inspectors will wish to see “…comprehensive and robust evidence of the efforts it has made to cooperate and any outcomes achieved; this will be thoroughly tested at the plan examination”.

2.16 Given that the Duty is both a legal and a soundness test, authorities are required to submit details at Local Plan examination of how they have complied with the Duty. Failure to demonstrate
compliance means the submitted plan will have failed in its legal duty – leaving the only recourse of withdrawing the plan.

3. STRATEGIC CONTEXT OF THE NORTH EAST

HOUSING AND ECONOMY

3.1 The North East Local Enterprise Partnership (LEP) Area covers the seven local authority areas of Durham County Council, Gateshead Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, South Tyneside Council and Sunderland City Council.

Figure 1: South Tyneside’s Geographical Relationship to the North East

3.2 The LEP Area has a population of almost 2 million residents (Mid-2017 Population Estimates), with 1.24 million / 63% of residents being of working age (aged between 16-64). Around 950,000 residents in the region are economically active, and the region accommodates around 880,000 jobs. Population and jobs are spread across the region, with a higher density of development within the five Tyne and Wear Local Authority areas (Gateshead Council, Newcastle City Council, North Tyneside
Council, South Tyneside Council and Sunderland City Council), Durham City, and south east Northumberland.

Table 1: Summary Population and jobs data for the LEP Area Authorities

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
<th>Workplace Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Durham</td>
<td>2,232</td>
<td>523,700</td>
</tr>
<tr>
<td>Gateshead</td>
<td>144</td>
<td>202,400</td>
</tr>
<tr>
<td>Newcastle Upon Tyne</td>
<td>115</td>
<td>295,800</td>
</tr>
<tr>
<td>Northumberland</td>
<td>85</td>
<td>204,500</td>
</tr>
<tr>
<td>North Tyneside</td>
<td>5,078</td>
<td>319,000</td>
</tr>
<tr>
<td>South Tyneside</td>
<td>67</td>
<td>149,600</td>
</tr>
<tr>
<td>Sunderland</td>
<td>139</td>
<td>277,200</td>
</tr>
<tr>
<td>Total</td>
<td>7,862</td>
<td>1,972,200</td>
</tr>
</tbody>
</table>

3.3 The LEP area covers some 7,900km², and as such several discrete housing market areas can be identified, often reflecting the administrative boundaries of the constituent local authorities. Nonetheless, there are several instances of housing market areas which cross administrative boundaries. Emerging and adopted Local Plans have responded to evidence of housing market areas, either by preparing joint planning documents, or through cross-boundary cooperation on identifying and planning to meet housing needs. This is considered further in Section 6 in the context of the Duty.

3.4 There is no standard approach to defining functional economic market areas. PPG (Paragraph: 012 Reference ID: 2a-012-20140306) suggests it is possible to define them by taking into account factors including:

- The extent of any Local Enterprise Partnership;
- Travel to work areas;
- Housing market areas;
- Flow of goods, services and information within the local economy;
- Service market for consumers;
- Administrative area;
- Catchment areas of facilities providing cultural and social well-being;
- Transport network.

3.5 It should be recognised that functional economic market areas vary according to economic sectors, due to the heterogeneous nature of local economies. For the purposes of planning for strategic economic growth objectives and investment into the region, it may be appropriate to consider the North East LEP area, comprising the seven north east local authorities. The influence of the local labour market may be best represented through consideration of travel to work areas. However, when
considering the supply of commercial sites and premises (particularly in terms of meeting the needs of smaller and locally-based operators) it can be appropriate to consider smaller geographical scales.

3.6 In 2014 the North East LEP published a Strategic Economic Plan that seeks to deliver 100,000 more and better jobs by 2024. The adopted and emerging Local Plans of the seven north east local authorities aim to support the SEP’s objectives and set out ambitious plans for growth.

**TRANSPORT**

3.7 The North East LEP area is a well-defined region with a transport network which consists of strategic road and rail links, plus an extensive network of local roads, bus and local rail/Metro services. There are two north-south corridors, one along the coast and the other further inland. The inland corridor includes the A1 and the East Coast Main Line, providing the link between Scotland and the south. The coastal corridor includes the A19 and Durham Coast rail line. Effective transport networks are a key to economic growth and opportunity for all, providing access to jobs and facilities for all sections of society and in promoting sustainable patterns of activity, development and movement within the Region and beyond.

3.8 The North East Combined Authority (NECA) produced a transport manifesto in 2016 which acknowledged the importance of working together to meet people’s needs in the context of transport networks that cross council boundaries. A unified approach is advocated to the consideration of applications which impinge on neighbouring areas, and on the approach to public transport corridors. Councils need to make sure that development and regeneration plans are transport friendly and take account of the ability to change between different forms of transport. A revised draft Transport Plan for the area comprising the two combined authorities is being prepared and will be consulted on by NECA.
ENVIRONMENT

3.9 The built and natural environments are recognised as one of the region’s key assets. Protecting, creating, restoring and maintaining high quality and attractive environments should be integral considerations in decisions on development. The North East is rich in biodiversity and geodiversity: it contains many of the UK’s most important habitats, species and geological features, and includes the Durham Coast Special Area of Conservation (SAC), Northumbria Coast Special Protection Area (SPA) and the Northumberland National Park. The conservation of biodiversity, and the natural resources on which we all depend, is a key element of sustainable development, and it is important that assets are not seen in isolation but are considered as an integral part of the nature conservation resource across the region.
3.10 The LEP area is covered by two wildlife trusts: Durham Wildlife Trust and Northumberland Wildlife Trust, which play an active role in shaping policies and projects in the area, and support cross-boundary cooperation on issues that affect biodiversity assets. The Durham Biodiversity Action Plan, Newcastle and North Tyneside Biodiversity Action Plan, and Northumberland Biodiversity Action Plan identify priority habitats and species in the region. The Local Biodiversity Action Plans are delivered through partnerships that involve wildlife organisations, local authorities, businesses and other interested parties.

3.11 Local wildlife partnerships and catchment partnerships inform cross-boundary cooperation on biodiversity assets and water quality, often contributing to maintaining, providing, or enhancing green infrastructure assets in the area. Adopted and emerging Local Plan documents identify strategic wildlife corridors and other environmental assets that cross administrative boundaries. Local Plans also identify and protect areas of high landscape quality, with cross-boundary implications taken into account.

3.12 Across the region a number of catchment-based partnerships (Tyne, Wear and Tees) work collaboratively at a river catchment scale to deliver cross-cutting improvements to the water environment. The catchment partnerships help to manage flood risk and to deliver wider environmental benefits such as enhancing wildlife and habitats, and improving water quality in accordance with the Northumbria River Basin Management Plan. The partnerships are made up of a range of organisations including: the Environment Agency, Northumbrian Water, Rivers Trusts, Wildlife Trusts, Groundwork, Natural England, Local Nature Partnership and local authorities.

3.13 The LEP area includes the Tyne and Wear Green Belt which extends across the Tyne and Wear Authorities as well as into parts of County Durham and Northumberland. Green Belt across the LEP Area was formally designated over a number of years through various development plans in force at that time.

**Table 2: Area of Tyne and Wear Green Belt by Authority**

<table>
<thead>
<tr>
<th>Authority</th>
<th>Area (Ha)</th>
<th>Percentage of Authority area designated as Green Belt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Durham</td>
<td>8,730</td>
<td>4</td>
</tr>
<tr>
<td>Gateshead</td>
<td>8,540</td>
<td>60</td>
</tr>
<tr>
<td>Newcastle Upon Tyne</td>
<td>3,980</td>
<td>35</td>
</tr>
<tr>
<td>Northumberland</td>
<td>1,660</td>
<td>9</td>
</tr>
<tr>
<td>North Tyneside</td>
<td>1,650</td>
<td>20</td>
</tr>
<tr>
<td>South Tyneside</td>
<td>2,420</td>
<td>35</td>
</tr>
<tr>
<td>Sunderland</td>
<td>3,400</td>
<td>25</td>
</tr>
</tbody>
</table>

3.14 The Green Belt in South Tyneside was first established in 1965 and now forms a contiguous Green Belt with that falling within Gateshead and Sunderland.
4. A PROFILE OF SOUTH TYNESIDE

4.1 South Tyneside is one of the five metropolitan districts that make up the Tyne and Wear conurbation. As Figure 1 shows, our geographical position means we share common boundaries with Gateshead and Sunderland to our west and south.

4.2 The differing extent and nature of these boarders and the character of the areas mean that the potential type and significance of the cross boundary issues can vary substantially. This in turn has influenced the nature of our joint working. For example, we share a number of common issues and opportunities with both Sunderland and Gateshead. By contrast, to the north, the River Tyne presents a major physical and functional barrier with North Tyneside.

4.3 The specific cross boundary issues and the details of our ongoing engagement with our neighbouring authorities are identified in Section 6 and within the accompanying SoCG.

OUR HOUSING MARKET

4.4 Between 2001 and 2011, our resident population fell by 3.1% to 148,127, although since 2011 there have been net gains in the borough’s population growth. Our communities primarily reside within
the three contiguous towns of Hebburn, Jarrow and South Shields with the villages of Boldon, Whitburn and Cleadon lying to the south.

4.5 As detailed above, our Strategic Housing Market Assessment concluded the Borough is a self-contained housing market area in terms of migration but part of a wider functional housing market area which extends into Sunderland, Newcastle and Gateshead in terms of travel to work. Whilst average house prices have risen, they remain considerably lower than the England average (data for year ending June 2018 show England median price paid of £235,995 compared to £132,000 in South Tyneside). However, there are significant differences across the Borough, with South Shields reporting the lowest average prices at £107,053 rising to £213,403 in Cleadon.

OUR ECONOMY

4.6 In geographic terms, our main employment is concentrated around the main centres of South Shields and Jarrow, within the riverside corridor which includes the Port of Tyne, Viking Business Park and Simonside Industrial Estate. Another high concentration of employment is found in the south of the Borough towards East and West Boldon and Boldon Colliery primarily found at the Business Parks of Boldon and Monkton.

4.7 We provide some 49,000 jobs, with a jobs density (ratio of total jobs to population aged 16-64) of 0.52, substantially below than the north east average (0.73). Of our working population of 64,867, approximately 27,600 (42.5%) work outside of the Borough with the largest flows to Sunderland (8,749), Newcastle upon Tyne (6,484) and Gateshead (4,960). Some 14,400 workers commute into the Borough primarily from Sunderland (4,979), Gateshead (2,456) and County Durham (1,888).

4.8 As noted earlier, there is no prescribed method to determine functional economic market areas, although analysis of the ONS indicates that we are included within the Travel to Work Areas of both ‘Newcastle’ and (to a lesser extent) ‘Sunderland’, which includes the local authority areas of Newcastle, North Tyneside, Northumberland, Gateshead, South Tyneside, Sunderland and Durham.

4.9 Close working between ourselves and Sunderland City Council lead to the shared ambition to build upon a set of unique opportunities to develop a high quality strategic employment site for advanced manufacturing that will be an attractive location for national and international business investment and job creation. In support of the Sunderland and South Tyneside City Deal, we jointly prepared the International Advanced Manufacturing Park (IAMP) Area Action Plan (adopted in 2017). This cross-boundary strategic employment site totals some 150 ha of land formerly designated as Green Belt. The site straddles both authority areas and is located to the north of the Nissan car plant. It seeks to expand upon the existing regional automotive manufacturing hub with the potential to deliver over 7,000 new jobs by 2032. Joint working on IAMP continues with the first phase being granted planning consent in 2018 and the second phase “IAMP TWO” being progressed jointly though a Development Consent Order. Wider collaboration continues regarding the delivery of the associated infrastructure works and the 110 ha Ecological and Landscape Mitigation Area (ELMA). The ELMA provides the focus for implementing any mitigation and/or compensation for the impacts of the IAMP development on the area’s habitats, species and landscape.
OUR TRANSPORT

4.10 We benefit from good public transport infrastructure, with a network routes providing access to destinations throughout Tyne & Wear and beyond. In terms of rail access, the Tyne and Wear Metro system serves the Borough with 10 stations providing access to the wider City Region, particularly Sunderland, Gateshead and Newcastle as well as Newcastle International Airport. The Tyne and Wear Metro system connects with the national rail network at Newcastle and Sunderland. The former Leamside Line demarcates our administrative boundary with Gateshead and extends south into Sunderland (i.e. Washington) and County Durham. For a number of years, its reopening has been a major regional priority for the region to provide additional capacity for the East Coast Main Line.

4.11 Key road connections within the Borough include:
- The A19 – a key strategic route connecting the Tyne and Wear City Region to Northumberland in the north and Durham, Hartlepool, Tees Valley and North Yorkshire in the south;
- A194(M) – running south west to north east connecting the A1(M) at Washington (Junction 65) to South Tyneside; and
- A184 – running east to west connecting South Tyneside with Gateshead.

4.12 The River Tyne is a commercial river with the Port of Tyne, offshore fabrication and port related industries, but also includes areas of land which are significantly underused or vacant. As with North Tyneside, the regeneration of our river corridor remains a priority.

OUR ENVIRONMENT

4.13 We have a diverse range of environmental assets which do not simply stop at our administrative boundaries. The River Tyne itself provides a strategic GI and wildlife corridor and our coastline is of international importance forming part of the Durham Coast Special Area of Conservation (SAC) and Northumbrian Coast Special Protection Area.

4.14 Our two main watercourses, the Rivers Tyne and Don originate from beyond our administrative boundary, within Northumberland and County Durham. These in combination with our coastline are the primary sources of flood risk within the Borough. Much of the Borough lies upon a major aquifer within the Magnesian Limestone and provides a significant resource water to the area around Sunderland.

4.15 The Tyne and Wear Green Belt extends to the south of the main built up area (enveloping the three villages) and joins with the designated Green Belt in Sunderland and Gateshead.

5. GOVERNANCE ARRANGEMENTS

5.1 Strategic issues can and will transcend beyond the administrative boundaries of our immediate neighbours. Within the LEP Area, there is a long history of joint cross-boundary working which predates the formal introduction of the Duty. Crucially, this provides a strong foundation upon which cooperation between all parties is now based. The creation of the North East Local Enterprise Partnership (NELEP) in 2011 and subsequently the North East Combined Authority (NECA) in 2014 formalised these new governance arrangements for continued multi-lateral working on strategic issues.
5.2 NECA originally brought together the seven councils which serve County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland. Its ambition is to create the best possible conditions for growth in jobs, investment and living standards, making the North East an excellent place to live and work. NECA’s role in transport and skills is critical in supporting a growing economy and workforce, whilst coordination on investment in our economic infrastructure will help to ensure that the area can attract new investment – both capital and people.

5.3 NECA works closely with the NELEP to create the conditions for economic growth and new investment. NECA has three portfolios to deliver this: transport; employability and inclusion, and; economic development and regeneration.

5.4 In November 2018, Government agreed to devolve powers and funding to Northumberland, North Tyneside and Newcastle to a new Mayoral-led North of Tyne Combined Authority. The North East Combined Authority continues and made up of the remaining four authorities south of the Tyne: Durham, Gateshead, South Tyneside and Sunderland. Transport matters for the LEP Area are overseen by all seven local authorities, while the North East LEP continues to advocate for the region as a whole.

5.5 Withdrawal from the NECA has not meant the end of cooperation with the three authorities to the north of the Tyne; the “LA7” regional partnership facilitated by the NE LEP, continues to operate and brings officers from all seven authorities together to collaborate over economic, transport infrastructure and planning priorities. We therefore continue to be active within these networks. Figure 4 outlines the key bodies that now operate within the LEP Area.

**Figure 4: Regional Governance Bodies with the NE LEP Area**

<table>
<thead>
<tr>
<th>Seven Local Authorities (LA7)</th>
<th>Newcastle City Council</th>
<th>Durham County Council</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northumberland County Council</td>
<td>Gateshead Council</td>
</tr>
<tr>
<td></td>
<td>North Tyneside Council</td>
<td>South Tyneside Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sunderland City Council</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Two Combined Authorities</th>
<th>North of Tyne Mayoral Combined Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Newcastle City Council</td>
</tr>
<tr>
<td></td>
<td>Northumberland County Council</td>
</tr>
<tr>
<td></td>
<td>North Tyneside Council</td>
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<table>
<thead>
<tr>
<th>North East Combined Authority</th>
<th>Durham County Council</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gateshead Council</td>
</tr>
<tr>
<td></td>
<td>South Tyneside Council</td>
</tr>
<tr>
<td></td>
<td>Sunderland City Council</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>One Transport Committee</th>
<th>North East Joint Transport Committee</th>
</tr>
</thead>
</table>

5.6 An early product from the Heads of Planning Group was adoption of a formal Memorandum of Understanding (MOU). This sets out the agreed approaches for working together on strategic planning
issues. It was subsequently adopted and signed off by the Chief Executives and Leaders and Elected Mayors Groups in June 2014 (attached at Appendix 1). The MOU cement those formal arrangements for multi-lateral working on strategic planning issues within a set of governance arrangements. Figure 5 provides an updated profile for these new governance arrangements.

5.7 A Joint Position Statement, Spring 2013 (Appendix 1) appended to the MoU set out the then strategic planning issues of agreement amongst the seven Local Authorities in respect of the Duty. This recognises that our Plans are at different stages of preparation. However, the seven authorities are all seeking to promote sustainable economic growth, meet objectively assessed needs, retain their working age population and address population ageing. The statement acknowledges that it may be necessary for some authorities to seek a claw back of economically active households from adjoining areas.

Figure 5: Governance Arrangements for Strategic Planning in the NE LEP Area.

NORTH EAST LOCAL ENTERPRISE PARTNERSHIP (NELEP)

5.3 The NELEP covers the seven local authority areas of Northumberland, Newcastle, Gateshead, North Tyneside, Durham, South Tyneside and Sunderland. A strategic vehicle led by the private sector, it is responsible for promoting economic growth in the North East.
5.8 One of the main areas of work since the establishment of the NELEP has been the preparation of the Strategic Economic Plan (SEP) for the North East. This involved partnership working between the private, public and voluntary sectors. The SEP was first published in 2014, and sets out a vision and investment programme for the area to 2024 with the aim of strengthening the area’s economy and providing more opportunities for businesses and communities. Its overarching vision is to deliver 100,000 new jobs across the NELEP area, and ensure that at least 70% of the jobs growth is in better jobs. The SEP was refreshed in 2019, with a focus on providing updated data and considering new policy drivers rather than developing new targets.

5.9 NELEP is also leading on the development of a Local Industrial Strategy (LIS) for the LEP Area which is being informed by the economic priorities of the seven councils and two combined authorities. NE LEP is collating evidence from each council and commissioning a productivity study to articulate the region’s sectoral strategy and response to the government’s “Grand Challenges”.

5.10 NELEP facilitates the LA7 Economic Directors, Transport Officers and Planning Leads networks.

5.11 Whilst direct public sector funding has been limited, NELEP has supported each authority with expertise and resources, coordinating collaborative funding bids for Enterprise Zones, Transforming Cities Fund, Local Growth Funding, European Funding and other strategic infrastructure projects of shared regional benefit. One of the first examples of regional cooperation on cross boundary issues under the new governance arrangements was responding to Government’s two invitations in bidding for Enterprise Zones (in 2011 and 2015). NE LEP coordinated the seven authorities and in total, 12 designated Enterprise Zones now extend across 21 areas (including Holborn Riverside in South Tyneside) and have created over 1400 jobs and brought in over £36m of investment to the LEP Area. The NE LEP has been able to direct funding to facilitate the delivery of these Enterprise Zones through a range of measures including road infrastructure, land reclamation and remediation.

**LA7 NORTH EAST HEADS OF PLANNING GROUP**

5.12 The North East Heads of Planning Group comprises the Heads of Planning from the LA7 group of north east authorities. It was formally established in January 2012 and meets at least quarterly to discuss high-level, cross-boundary planning issues and share strategic and procedural best practice.

5.13 The Heads of Planning Group reports to the LA7 Economic Directors Group and then onwards to the Chief Executives and Leadership Board (comprising the seven Leaders and Elected Mayors). As detailed previously, the adoption of the MOU was one of its first key outputs.

5.14 The Duty remains a standing item on each agenda and is a key way of sharing best practise on strategic and procedural planning matters. Representation at this Group is not solely restricted to the Heads of Planning. The structure in Figure 5 allows for the cross cutting themes to be considered and these meetings have included representatives from Heritage England, the NE LEP the NE Heads of Transport and the Local Nature Partnerships.
5.15 In parallel with the formation of the Heads of Planning Group, two Policy Officer Working Groups have continued to meet since 2012 to deal with the more detailed strategic planning matters. These groups are organised as below and are similarly designed to meet quarterly in order to feed into the Heads of Planning meetings:

**South of Tyne**
- Durham County Council
- Gateshead Council
- South Tyneside Council
- Sunderland City Council

**North of Tyne**
- Newcastle City Council
- North Tyneside Council
- Northumberland County Council

5.16 A key focus for these groups is to highlight and consider cross-boundary strategic issues associated with plan preparation and implementation, including infrastructure requirements.

5.17 Whilst they largely reflect functional geographic areas, this does not necessarily mean that the cooperation is solely restricted to those constituent authorities. At the local level, there are specific bilateral working arrangements through which this we cooperate on strategic matters with North Tyneside.

**WIDER THEMATIC COOPERATION**

5.18 It is strongly recognised within the above governance structure that local plans must respond to wider regional and sub-regional strategies and actions that need not be led by the respective local planning authorities. As Figure 5 outlines, there are a wide range of wider technical working groups from both planning and non-planning disciplines whose activities have further influenced how this Plan has addressed particular strategic issues. Examples of the range of groups that exist are explored below.

**NORTH EAST MINERALS AND WASTE PLANNING POLICY OFFICERS GROUP**

5.19 The North East Minerals and Waste Planning Policy Officers Group meet bi-annually. The group includes all North East authorities, Cumbria County Council, North Yorkshire County Council and relevant stakeholders such as the Environment Agency and the Marine Management Organisation. The group discusses issues of mutual interest in relation to planning for minerals and waste, collaborates on evidence preparation where relevant, and updates on progress with policy development.

5.20 The group started in 2015 and incorporates and supersedes the Northern Counties Planning for Minerals and Waste Group and the North East Waste Planning Group which met prior to this.

5.21 The group has supported joint working on the evidence-base relating to waste arisings, capacity and cross boundary movements which has led to the production of the following evidence base studies: ‘Model of Waste Arisings and Waste Management Capacity (July 2012)’, ‘Production and disposal of low level radioactive waste (August 2013)’ and ‘Waste Capacity Update Note (January 2016)’.
NORTH EAST JOINT TRANSPORT COMMITTEE

5.22 The North East Joint Transport Committee brings together elected Members from each of the Constituent Authorities of the region; four Members from the North East Combined Authority and three Members from the North of Tyne Combined Authority.

5.23 Transport strategically important to the North East, and the collaborative working of both Combined Authorities allows effective decision making across the region, which ensures that the local needs and priorities are delivered. The way the Joint Transport Committee, and its subsequent committees are structured is detailed in Figure 6.

Figure 6: Structure of the North East Joint Transport Committee

NORTH EAST AGGREGATES WORKING PARTY

5.24 The North East Aggregates Working Party (AWP) meets at least once a year. The North East AWP covers a cluster of thirteen Mineral Planning Authorities in North East England over the sub-regional areas of County Durham, Northumberland, Tees Valley, and Tyne and Wear. It is one of a number of similar groups throughout England and Wales. Its membership is made up of the thirteen Mineral Planning Authorities, Ministry of Housing, Communities and Local Government (MHCLG), the Marine Management Organisation (MMO) and the aggregates industry.

5.25 The AWP has a role in helping to plan for a steady and adequate supply of aggregate minerals through providing data on sales, reserves and planning permissions for aggregate minerals and providing technical advice on the supply and demand for aggregates from their areas. The AWP publishes an annual monitoring report as well as scrutinising and providing advice on the Local Aggregates Assessments produced by the Mineral Planning Authorities.
**FLOOD AND WATER MANAGEMENT**

5.26 As the Local Planning Authority (LPA), Lead Local Flood Authority (LLFA) and Emergency Planners, we work collaboratively to ensure planning policy and decisions support our Local Flood Risk Management Strategy. South Tyneside LLFA is a member of Northumbria Regional Flood and Coastal Committee and Integrated Drainage Partnership, and the LLFA regularly attends meetings to determine the medium-term programme for Flood and Coastal Risk Management (FCRM) Grant in Aid and local flood levy funding for flood alleviation schemes that are delivered by flood management bodies. We also hold regular duty to cooperate meetings with the Environment Agency, Northumbrian Water and the Marine Management Organisation.

5.27 Aligned with DEFRA’s ‘25 year Environment Plan’ and the NPPG (ID: 34-002, ID: 34-003), we are also a member of the Tyne Catchment Partnership, which includes the River Team, the River Don and Tyne Estuary sub-partnerships. The integrated catchment-based approach encourages local collaboration, cross boundary working and more transparent decision-making to address flood management, and deliver water quality, habitat and environmental improvements. The partnerships are made up of interested organisations including the Environment Agency, Northumbrian Water, Tyne Rivers Trust, Durham Wildlife Trust and local authorities within the sub-catchments (Gateshead, Sunderland, County Durham and Newcastle). The River Don sub-group formed in 2016 and is supported by the River Don Vision. The River Team and Tyne Estuary sub-groups formed in 2018 and their visions are currently being prepared.

5.28 We have also been involved in work regarding the future capacity and demands on Howdon Sewage Treatment Works, involving Northumbrian Water and the local authorities within the catchment (Gateshead, Northumberland, Newcastle, and North Tyneside).

**NORTH EAST RAIL MANAGEMENT UNIT**

5.29 The North East Rail Management Unit (NERMU) meets monthly and comprises the 13 North East Councils, the relevant combined authorities, North Yorkshire County Council, Cumbria County Council, Nexus and Network Rail. The meetings alternate between planning and performance management with all train operators in the North East attend the performance management meeting.

5.30 NERMU has a role in managing the Northern and Trans-Pennine rail franchises and acts as a conduit between the Councils and the rail industry.

**6. HOW THE DUTY TO COOPERATE HAS INFLUENCED THIS PLAN**

6.1 Appendices 2, 3 and 4 detail those Statements of Common Ground and set out how we have worked constructively with neighbouring authorities and prescribed bodies. This section provides an overview of some of those collective collaborations that have shaped and influenced our Plan thus far against the following main strategic matters:

- Identifying and meeting housing needs;
- Economic Growth and Planning for Jobs;
- Transport and Infrastructure;
- Minerals and waste;
- Water infrastructure, flooding and surface water management;
- Biodiversity and green infrastructure;

6.2 To inform this Plan, we have worked with other LEP authorities (individually and collectively) and with prescribed bodies and other organisations (where appropriate) to develop and maintain a robust evidence base. The SoCG detail the nature of the specific evidence that we have prepared jointly with the relevant bodies. The nature of that cooperation has varied depending upon the specific purpose of the evidence prepared but can be largely summarised as follows:

- Developing methodological consistency in applying specific elements of the NPPF and PPG;
- To deliver economies of scale through procuring specialist advisors to deliver technical pieces of work;
- To gain specialist input from the specific prescribed body;
- To establish whether there will specific cross boundary affects and thereby informing the policy choices to address those matters collectively.

6.3 As Table 3 shows, each authority is at different stages of plan preparation. Of direct relevance to the preparation of our Plan have been the adoption of the Gateshead and Newcastle Core Strategy and Urban Core Plan (2015) and the North Tyneside Local Plan (2017) where the strategic matters were identified and addressed in advance of this Plan. Whilst we have a long history of joint working with those authorities, it has meant that we have had to take a pragmatic approach to address certain strategic matters which are detailed below.

**Table 3: Plan Making Status of the Seven NELEP Area Authorities**

<table>
<thead>
<tr>
<th>Local Plan Document</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Durham County Council</strong></td>
<td>County Durham Plan</td>
</tr>
<tr>
<td><strong>Gateshead Council</strong></td>
<td>Gateshead and Newcastle Core Strategy and Urban Core Plan</td>
</tr>
<tr>
<td><strong>Newcastle City Council</strong></td>
<td>Gateshead and Newcastle Core Strategy and Urban Core Plan</td>
</tr>
<tr>
<td></td>
<td>Development and Allocations Plan</td>
</tr>
<tr>
<td><strong>Northumberland County Council</strong></td>
<td>Northumberland Local Plan</td>
</tr>
<tr>
<td><strong>Sunderland City Council</strong></td>
<td>Core Strategy and Development Plan</td>
</tr>
<tr>
<td></td>
<td>Allocations and Designations Plan</td>
</tr>
</tbody>
</table>
The first NPPF (2012) recommended that where a housing market area (HMA) extends across more than one local authority, plan makers should assess housing need for the whole area rather than for each authority individually. Having reviewed the respective SHMAs from each authority, these consider a range of relevant information, including travel to work areas, house prices and affordability and patterns of household migration to define housing market areas. Informed by these SHMAs it is agreed that:

- Sunderland can be considered to represent an appropriate housing market area;
- County Durham represents an appropriate housing market area for the purposes of Local Plan policy making;
- Gateshead and Newcastle are considered to share a housing market area. Newcastle is also part of a housing market area with North Tyneside;
- North Tyneside is part of a wider housing market area that includes Newcastle and south east Northumberland;
- Northumberland can be described as a largely self-contained housing market area. The 2015 Northumberland SHMA recognises four housing market areas within Northumberland, and also acknowledges the relationship between Northumberland and neighbouring areas, in particular North Tyneside, Newcastle, Gateshead, Durham, Carlisle, and the Scottish Borders.
- The 2013 South Tyneside SHMA considers South Tyneside to represent a self-contained housing market area in terms of migration, which forms part of a wider functional housing market area that extends into Sunderland, Newcastle and Gateshead in terms of travel to work.

It was agreed in the 2013 Position Statement that all seven authorities would seek in the first instance to meet their respective housing needs in order to retain or encourage growth to support sustainable economic growth, maintain a proportion of economically active population, accommodate the trend of ageing population profiles and to meet their objectively assessed needs. It was acknowledged that it may be necessary to claw back economically active households from adjoining authorities –where Newcastle’s Core Strategy accommodated some of North Tyneside’s unmet need.

In July 2018, the revised NPPF introduced the ‘standard methodology’ to determine local housing needs. It also provided a transitional period for plans to be submitted by January 2019 and retain the previous Objectively Assessed Housing Need approach (as was the case with the Sunderland Core Strategy). Table 4 compares the annualised housing need (derived from the standard methodology) to those housing requirements from the adopted and emerging plans. Against the standard methodology, it shows there would be no shortfall in the delivery of new homes across the LEP area.
Table 4: Housing Requirements of North East Authorities.

<table>
<thead>
<tr>
<th>Authority</th>
<th>Local Housing Need calculation* (dwellings per annum)</th>
<th>Annualised Local Plan Housing Requirement (Adopted / Emerging)</th>
<th>Following the Standard Methodology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateshead</td>
<td>449</td>
<td>475</td>
<td>✗</td>
</tr>
<tr>
<td>Durham</td>
<td>1,288</td>
<td>1,308</td>
<td>✓</td>
</tr>
<tr>
<td>Newcastle upon Tyne</td>
<td>1,035</td>
<td>980</td>
<td>✗</td>
</tr>
<tr>
<td>North Tyneside</td>
<td>812</td>
<td>790</td>
<td>✗</td>
</tr>
<tr>
<td>Northumberland</td>
<td>676</td>
<td>885</td>
<td>✓</td>
</tr>
<tr>
<td>South Tyneside</td>
<td>350</td>
<td>350</td>
<td>✓</td>
</tr>
<tr>
<td>Sunderland</td>
<td>572</td>
<td>745</td>
<td>✗</td>
</tr>
<tr>
<td>Totals</td>
<td>5,182</td>
<td>5,533</td>
<td></td>
</tr>
</tbody>
</table>

*Based at 2019-2029 using ONS 2014-Based Household Projections and Affordability Ratios (Released March 2019)

6.7 It should be noted that through Policy H3, our emerging Plan proposes a housing supply buffer through the allocations above our minimum Local Housing Need. This is an approach supported in the National Planning Practice Guidance. When taking the current supply buffer into account, provision is to be made for a total of 7,425 homes over the Plan period (equivalent to 374 dwellings per annum).

6.8 In assessing the local housing need, our constraints based evidence (ie the Stage One Green Belt Review: Exceptional Circumstances, 2019) confirmed that we would not be able to meet our minimum local housing need in full from non-Green Belt sources. Through our formal responses to the local plan consultations from our neighbouring authorities, our ongoing duty to cooperate meetings and also by formal letter, it was confirmed by Sunderland, North Tyneside and Gateshead that they would all be unable to accommodate some of unmet needs. It is relevant to note that Newcastle, Gateshead, Durham, Sunderland and Northumberland have reviewed or are reviewing their Green Belts to meet their respective development needs. Hence, it is agreed that we will meet our housing needs in full and Policy S1 therefore provides the strategic direction to make Green Belt deletions within the Borough.

6.9 Looking ahead, we will continue to work through the Duty to ensure that the housing requirements for each authority are kept under review as new evidence emerged and development plans are progressed. There is agreement with Durham, Sunderland and Gateshead to review the impact evidence associated with the IAMP. In part, this will specifically assess the impact on local housing needs as the IAMP progresses.

6.10 In conclusion, there are no issues of contention between ourselves and the other relevant authorities in terms of our Plan’s approach to setting and meeting its housing needs.

ECONOMIC GROWTH AND PLANNING FOR JOBS

6.11 As set out in the Spring 2013 position statement, the A1 and A19 corridors along with the urban cores of the Tyne & Wear conurbation and Durham City remain the key employment foci for the region.
Although it is also acknowledged that there are other key locations away from the Tyne and Wear Urban Cores. Current planning and economic growth policies and proposals protect and expand on these locations and opportunities. The North East Enterprise Zone sites\(^1\), along with potential accelerated development zones, offer opportunities to boost regional growth. The NELEP has set out the vision for the area to become ‘Europe’s premier location for low carbon, sustainable, knowledge-based private sector-led growth and jobs’. Local Authorities across the NELEP area are committed to supporting growth and acknowledge that labour market and supply chains are linked across the wider area, including cross-NELEP links with Tees Valley.

6.12 All seven local authorities have used economic growth modelling in their employment land studies to job growth and how much land would be required to accommodate these jobs (using standard assumptions around job density by industry or use). They have also considered the quantity and quality of their portfolios of sites and premises to meet future demand. To ensure job forecasts are aspirational but realistic, a number of methods are utilised such as: econometric growth scenarios, strategies or specific projects aimed at increasing investment and jobs growth, projections of change in the size of the labour force, historic take-up rates, trends in the loss of employment land, and needs identified through engagement with businesses and the commercial property development industry.

6.13 Given the complexities involved in understanding economic development needs (and opportunities), the approach taken by the local authorities in the NELEP area has been to assess quantitative needs for employment land (B1, B2 and B8 uses) at the local authority level as a starting point. Where there is evidence of sector, or location specific cross-boundary implications, we have worked together to develop an understanding of business needs, and identify suitable and available sites capable of accommodating development. A key example of this was our shared approach with Sunderland City Council to joint preparation and adoption of the Area Action Plan for an International Advanced Manufacturing Park (IAMP) in 2017. This involves a 150ha cross-boundary strategic employment allocation on former Green Belt land. The allocation seeks to meet demand from businesses operating in the automotive and advanced manufacturing sectors on land to the north of Sunderland’s Nissan car plant, close to the A19.

6.14 Whilst we fall within the area covered by the LEP, our Employment Land Review (2019) concluded that we fall within the Functional Economic Area of Newcastle, Durham’ and Sunderland (given we are a net exporter of jobs to these locations). That said, from a commercial market perspective, however, our inter-relationships are considered to be strongest with Sunderland and Gateshead – particularly in the Washington, Follingsby, Monkton, Boldon area.

6.15 The approach used in our ELR also considered the potential cross-boundary implications of neighbouring authorities’ plans for economic growth, including the largescale employment allocation to the South of Follingsby Business Park (now under construction and named Follingsby Max”), and regional / sub-regional trends in the demand for commercial property/development sites.

6.16 As detailed above, the Stage One Green Belt Review: Exceptional Circumstances (2019) confirmed that we would not be able to meet our employment land requirements over the Plan period.

1.1

\(^1\) [https://investnortheastengland.co.uk/development-opportunities/](https://investnortheastengland.co.uk/development-opportunities/)
Through our ongoing dialogue with our neighbouring authorities, it was similarly confirmed that they would be unable to meet our unmet needs. In reviewing the Green Belt boundaries, the allocation of the brownfield site at Wardley Colliery (Policies ED2 and ED2.1) seeks to take advantage of the close economic relationships within this area and have liaised closely with both Sunderland and Gateshead accordingly.

**TRANSPORT AND INFRASTRUCTURE**

6.17 We will continue to work effectively with our neighbouring Local Highway Authorities, Nexus and Highways England in order to address cross boundary matters relating to the Strategic Road Network and linkages to the adjoining local networks, particularly key routes into the urban core and other key economic and employment centres. The sub-regional governance structures noted in section 5, in particular the North East Joint Transport Committee are key to this ongoing engagement. As detailed within the Statements of Common ground, joint discussions over the level of proposed development across neighbouring authorities and their potential impact on transport networks are also critical and will continue to be undertaken and as the Local Plan progresses.

6.18 As detailed within our Infrastructure Delivery Plan (2019), we continue to support Highways England in its continued investment in the strategic road network through its National Road Investment Strategy which include the junction capacity improvements at Testos, Downhill Lane and Whitemare Pool.

6.19 To understand the impacts of the Plan’s proposed levels of growth on the highway network and junction capacities, three levels of modelling are being undertaken: trips on the strategic road network (being delivered by Highways England) and trips inside the Borough (being delivered by South Tyneside Council). We have coordinated the preparation of the first two models with Highways England which have been designed using the same modelling assumptions. Whilst these models have yet to report their final outcomes, early headline results have indicated a number of routes and junctions would be affected. This has informed the initial mitigation identified in Policies IN7 and H3 which ranges from major junction improvements to smaller scale junction optimisation and Intelligent Transport Solutions. At finalisation, these models will then inform the Publication Draft Local Plan.

6.20 To understand the cross boundary trips on the local road network our Plan our development proposals have been assessed by Systra. Using a gravity model, the generation of trips has been estimated and the impact of journeys on major routes through other Local Authorities reviewed. This model is particularly important as it also assesses the impact of development from other local councils. By using this model in addition to consultation, the wider impacts of development have been considered and where necessary mitigated.

6.21 The expansion, integration and improvement of local, public transport, rail and Metro services are a key part of transport plans both locally and regionally and we continue to work closely with Nexus (as the Tyne and Wear Passenger Transport Executive). Whilst, there is no heavy rail in the Borough, we are a member of the North East Rail Management Unit (NERMU) which provides input into local heavy rail services across the North East and works with Network Rail and the Rail Franchises. Furthermore, the North East Joint Transport Committee contributes to the Transport for the North Rail strategy.
(Northern Powerhouse Rail) and plays a significant part in connecting the major northern cities including Newcastle, Sheffield, Leeds and Manchester with improved rail links.

6.22 As detailed within Policy IN7, the Plan continues to support Nexus (as the Integrated Transport Authority) to determine improvements to the Metro system that would be appropriate to facilitate the levels of growth proposed. This includes:

- South Tyneside Track Dualling between Bede and Pelaw stations where work will be undertaken to allow for the dual-use of the freight-only line that will deliver improved Metro connectivity with the rest of the region.

- Subject to the dualling of this track we are seeking additional a new metro station at Mill Lane to serve a number of recent housing developments. The investment in its new fleet of metro trains is anticipated to become operational by 2021. This will not only improve service reliability but through the rapid start/stop capability, will provide greater capacity on the network to accommodate new stations without affecting journey times.

- The re-opening of the Leamside Line for both passengers and freight has been a long-held regional aspiration. While there is a regional and sub-regional element to this in terms of the provision of local rail or Metro services, linking to aspirations for new stations such as Follingsby (linking to IAMP), there is also a pan-northern and national facet in terms of the potential for the re-opening of the line to provide much needed additional capacity on the East Coast Main Line (ECML). This dual role is recognised in the Nexus Metro Futures document. The need to provide this capacity has been a consistent message from the region and sub-region across various representative bodies including NECA, the North of Tyne Combined Authority and the North East Joint Transport Committee.

- One of the key linkages to the Leamside Line and any reinstated passenger rail services for South Tyneside and neighbouring Authorities would be the opportunity to extend a light rail service via the Metro from a spur from Heworth / Pelaw and link to the IAMP and Follingsby Park employment areas. Connecting these strategic employment locations to both heavy and light rail services would significantly improve the transportation options to these sites.

- We share an ambition with Sunderland City Council to improve Metro connectivity with Sunderland which necessitates reusing the former Tyne Dock Mineral line and safeguarding land at the Boldon East Curve Junction and the Boldon West Junction.

MINERALS AND WASTE

6.23 We have and continue to work collaboratively on both waste and minerals with the relevant authorities and accordingly, there are no outstanding cross boundary issues in the respect of minerals and waste and this position will continue to be reviewed through the those forums.

6.24 The eight Mineral Planning Authorities in County Durham, Northumberland and Tyne and Wear work collaboratively on aggregate minerals planning matters and work jointly to prepare an annual Local Aggregates Assessment. We also participate in the North East Aggregates Working Party alongside the five Tees Valley authorities and representatives of the industry to publish an Annual Aggregates Assessment.
Monitoring Report. This joint working has helped to inform Policy IN11 with regards to the safeguarding and extraction of minerals resources.

6.25 Similarly, we work collaboratively through the North East Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to the management of waste, and have jointly commissioned evidence on waste to support existing and emerging local plans. Sub-regionally, we are part of the South Tyne and Wear Waste Management Partnership (STWWMP) along with Gateshead and Sunderland. The Partnership has a contract for our residual municipal waste to be treated at the Energy from Waste Facility at Haverton Hill in Teesside which runs to 2037 and there are no identified capacity issues over the Plan period. The capacity of facilities to handle our waste and where required waste from other authorities will be addressed through a continued collaborative approach to waste planning issues. Accordingly, we have prepared criteria based Policies IN9 and IN10 that would regulate any potential proposals for new or affecting existing waste facilities.

WATER INFRASTRUCTURE, FLOODING AND SURFACE WATER MANAGEMENT

6.26 We have taken a long standing multi-agency approach to address water related issues over the life of the Plan and to deliver on the ground solutions (working collaboratively with both Northumbrian Water Ltd [NWL] and the Environment Agency).

6.27 The golden thread through this Plan’s ‘water-based’ policies focuses on the need to control and attenuate surface water across all new developments:

- Attenuating surface water from development sites through the use of sustainable drainage systems (SuDS) and the reduction in surface water flows reduces the risks of flooding;
- Capacity at the Howdon Sewerage Treatment Works (HSTW) will improve as the separation of surface water at source reduces the quantity of surface water flows entering the public sewerage network for treatment; and
- SuDS will provide multi-functional benefits to water quality, green infrastructure and bio-diversity.

6.28 All of our waste water (along with the other Tyne and Wear authorities and parts of Northumberland) is treated at Howdon Waste Water Treatment Works in North Tyneside. To ensure there is sufficient capacity to service our collective growth needs, joint working has been ongoing for a number of years between the 6 authorities, Northumbrian Water Ltd and the Environment Agency. Accordingly, there is an agreed strategic policy approach for our respective local plans to follow which seeks to reduce the amount of surface water run-off from new developments and separate it from the sewerage system. We have all worked closely with NWL regarding our respective future development needs and they have delivered a number of surface water separation schemes to create shorter term capacity and their emerging investment programme will seek to increase the longer term capacity to accommodate future growth.

6.29 As the Lead Local Flood Authority, we and our partners have put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks and sets out the roles and responsibilities of the flood risk management partners. We have been proactive to identify and address existing flood risk areas with our partners. Our updated Strategic Flood Risk Assessment (2018)
modelled existing and future flood risk and assessed all sites and we have gone onto prepare a Level 2 SFRA followed by sequential and exception testing. This has helped to inform the Plan’s choice of development sites (at Policies H3, ED2, ED3 and RG1) without exacerbating flood issues on site or elsewhere.

6.30 The outcomes of this approach have informed the collective package of policies within this draft of the Plan relating: to Flood Risk and Water Management (Policy NE8); Water Quality (Policy NE9); and Coastal Change (Policy NE10). To date, this has and continues to inform a comparable strategic approach for those plans in Newcastle, North Tyneside, Northumberland and Gateshead.

**Biodiversity and Green Infrastructure**

6.31 Green infrastructure and biodiversity are viewed as important cross-boundary matters. Green spaces, habitats and the wildlife they support extend across boundaries and so shared management is essential. The Council has continued to engage with neighbouring authorities and relevant bodies on these matters.

6.32 **Green Infrastructure/Wildlife Corridors** – Our Green Infrastructure Strategy (2013) recognises the importance of cross boundary Green Infrastructure considerations and identifies those Green Infrastructure assets within Sunderland and Gateshead boundaries.

6.33 In preparing the Green Infrastructure Strategy, we held a workshop with a range of stakeholders including officers including those from Gateshead Council, Sunderland City Council, Natural England and Heritage England. In part, this sought to ensure there is an appropriate and coordinated approach to ensuring the continuity of those assets that transcend our boundaries. Through our ongoing Duty to Cooperate meetings, we have ensured that there were no changes to be made. The outputs from this ongoing dialogue have informed our Plan at Policies NE3 and NE4 and confirmed those Green Infrastructure designations shown on the Policies Map.

6.34 **International Sites** – The Northumbria Coast Special Protection Area (SPA)/Ramsar site and the Durham Coast Special Area of Conservation (SAC) extend from the Scottish Boarders into Durham. Evidence from our respective Habitat Regulation Assessments and dialogue with Natural England supported the need to mitigate recreational disturbance arising from new residential development on the protected coastal bird populations and their feeding grounds. We regularly engage with the “N2K” Group and Natural England to inter alia share best practice and agree methodological approaches. Collectively, this joint working has informed the preparation of the Habitat Regulation Assessment and the necessary recreational disturbance mitigation strategy arising from new residential development. These principles have been imbedded into Policy N2 of our Plan. We have undertaken visitor and bird survey work jointly with County Durham and Sunderland. Looking ahead, we are now working with Sunderland to consider how we can work together to ensure that our mitigations are delivered more efficiently and effectively through the joint procurement of rangers.

6.35 **Coastal Management** – We share a coast immediately with Sunderland. The Shoreline Management Plan 2 2009 (SMP2) was prepared with the input of officers from South Tyneside Council and Sunderland, along with the Environment Agency and Natural England, to be the primary source of
evidence to identify policies for future coastal defence for the two authorities. The SMP2 has directly informed Policy NE10 regarding coastal change and allows for an agreed cross boundary approach to the management of coastal erosion.

7. **ONGOING COOPERATION AND JOINT WORKING**

7.1 The Duty requires authorities to constructively and actively engage with relevant bodies as part of an ongoing process which will continue as the Plan advances to adoption and beyond.

7.2 Fulfilling the requirements of the Duty thus far has helped us to build a good understanding of the key issues and build on the strong multi-lateral working relationships already in place across the LEP Area – these will be essential to the successful delivery of the Plan and those of the wider North East. Therefore, we and our partners remain committed to working together at both a regional and sub-regional level) in terms of:

- Delivering this Plan to adoption in full compliance with the Duty;
- Monitoring the Plan’s effectiveness in implementing it policies and proposals in combination with those of our neighbours;
- Continuing to jointly develop evidence and sharing information;
- Exploring ways to deliver mutually beneficial solutions to cross boundary issues; and
- Ensuring there continues to be an alignment of investment plans and delivery strategies of partner organisations.

7.3 This will ensure that the future impacts of sustainable growth are identified and addressed at the earliest possible opportunity together with a programme for the delivery of the corresponding infrastructure requirements.

8. **CONCLUSIONS**

8.1 Since the introduction of the Duty, we and our partners have embraced these obligations, seeing it largely as an extension to the long and established culture of working together to achieve and deliver better spatial planning outcomes.

8.2 This Statement clearly demonstrates that there are strong and established governance arrangements in place for that collaboration to take place for matters to be both considered and addressed across all decision making levels at the regional and sub-regional level.

8.3 We would contend that engagement with neighbouring authorities and prescribed bodies has been constructive to date. The results of working with Prescribed and other Bodies have proved fruitful. We have been able to work with our partners to identify and where possible address and agree matters as early as possible.

8.4 We would contend that engagement has been ongoing – from the material presented within this Statement, there are strong foundations through which engagement and collaboration have delivered real positive outcomes across the north east which pre-date the introduction of the Duty. Whilst Regional governance arrangements have changed through the Devolution agenda – it nonetheless remains built on those foundations of active and continued partnership working across all
tiers. It is accepted that with the introduction of the Duty, the quality and nature of that collaboration has improved as the requirements to demonstrate compliance have become clearer. We have not and will not restrict this engagement to the formal consultation periods. Specific cross boundary meetings have moved from *ad hoc* and task related discussions to being regularly diarised; and we are represented on a series of task specific working groups that meet throughout the year. Where necessary, we continue to be in regular dialogue with those parties to ensure that matters can be addressed at the earliest opportunity. The Council remains committed to working constructively with all Bodies beyond adoption of this Plan.

8.5 Our engagement has been collaborative – we view the Plan’s production as being a product of partnership and collaborative working. Wherever possible, we have sought the advice of those specialist agencies to inform the Plan thus far. Of particular note, has been the effective partnership arrangements to addressing water infrastructure and flood risk, working in partnership with the other authorities, the Environment Agency and NWL to jointly commission the required evidence to inform the appropriate policies and action plans that are presently and will continue to deliver on the ground solutions.

8.6 Finally, we would contend that engagement has been mutually beneficial – our approach to collaborative engagement centres on the need to, as far as possible, deliver positive outcomes. This can be demonstrated not simply from a fiscal/operational perspective (such as the economies of scale that can be derived working jointly on activities such as flood risk), but most acutely from a strategic perspective.

8.7 As set out at Section 1, our Plan is at a relatively early stage prior to its adoption. As such, this Position Statement and the attached SoCG will remain ‘live’ and will be updated as the Plan advances. However, they clearly demonstrate that in accordance with the Duty to Cooperate, we have constructively and actively engaged with relevant bodies as part of advancing the Plan to this stage.
MEMORANDUM OF UNDERSTANDING

Duty to Co-operate

Newcastle, Gateshead, Northumberland, Durham, North Tyneside, South Tyneside and Sunderland Councils

1. Introduction

1.1 This Memorandum of Understanding is the agreement between Newcastle City Council, Gateshead Council, Northumberland County Council, Northumberland National Park, Durham County Council, North Tyneside Council, South Tyneside Council and Sunderland City Council (“the Partners”) to comply with the duty to co-operate on planning issues set out in Section 33A of the Planning and Compulsory Purchase Act 2004 (the Act) as well as those that relate to Strategic Priorities as set out in the National Planning Policy Framework.


1.3 Section 20 of the Act requires that in examining Local Plans the Secretary of State will be assessing whether the Local Planning Authority has complied with the duty to co-operate in preparing the Local Plan.

2. The purpose of our co-operation

2.1 The purpose of the Memorandum of Understanding is to set out how the Partners will comply with the duty to co-operate for their mutual benefit and for that of their joint plan making area. It will:

- Clarify and record the responsibilities of the Partners both individually and
collectively; and

- Establish guidelines for joint working going forward in accordance with the governance arrangements set out in the Memorandum of Understanding.

3. **Status of the Memorandum of Understanding**

3.1 The Memorandum of Understanding is an operational document. It is not a formally binding legal agreement and the partnership is not a legal entity.

3.2 The Partners individually and collectively agree to use all reasonable endeavours to comply with the terms and spirit of the Memorandum of Understanding.

3.3 Under the Memorandum of Understanding the Partners cannot employ staff, let contracts or commit financial resources on behalf of the constituent Partners without their formal agreement.

3.4 Agreement to or withdrawal from the Memorandum of Understanding does not remove a Local Authority’s duty to co-operate pursuant to the Act.

4. **Governance Arrangements**

4.1 These arrangements are set out on the attached flowcharts (“the Flowcharts”). The arrangements are as follows:

4.2 Each local authority will be responsible for preparing and adopting their own Local Plan, development plan documents and local development documents and setting up their own governance arrangements to facilitate this.

4.3 Each Local Authority’s Local Plan Governance Group will feed progress reports and strategic priority issues that have a cross-boundary interest to the Planning Heads of Service Group for discussion. The Planning Heads of Service Group will include representation from each of the seven local authorities. This will be the mechanism of co-operating on such issues.

4.4 The Planning Heads of Service Group will report their discussions and agreed actions back to the Local Plan Governance Groups and as appropriate to any or all of the following:

- Economic Directors Group
- LEP Transport Group
- LEP Planning and Infrastructure Group
- Chief Executives Group
- Leaders and Elected Mayors Group
- North East Local Enterprise Partnership (LEP)

4.5 These above groups may also refer issues to the Planning Heads of Service Group for discussion and or action and for feeding back to the Local Plan Governance Groups.

4.6 The Local Plan Governance Group is the relevant board or grouping of senior officers managing the production of the authority’s Local Plan.

5. **Scope of Co-operation**

5.1 Each Partner will engage constructively, actively, expediently, and on an on-going basis in any process which involves the following:

- The preparation of Local Plans;
- The preparation of other local development documents;
- Activities that can reasonably be considered to prepare the way for activities which any
of the above that are or could be contemplated; and

- Activities that support any of the above so far as they relate to sustainable development or use of land that has or would have a significant impact on at least two planning areas, including sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas.

5.2 Engagement for the purposes of 5.1 includes in particular:

- Considering whether to consult on and prepare and enter into and publish agreement on joint approaches to the undertaking of activities in 5.1; and
- Considering whether to agree to prepare joint local development documents.

5.3 When complying with the duty to co-operate the Partners will have regard to guidance given by the Secretary of State.

6. Meetings

6.1 The Planning Heads of Service Group will meet bi-monthly or as required.

7. Funding and Finance

7.1 Each Authority will use its own staff to progress their Local Plans except where consultants are used.

7.2 If consultants are used on a joint basis their costs will be apportioned dependent upon the amount of work that affects each authority’s area. The Project Directors responsible for each Local Plan Governance Group or in their absence the Project Owners as specified on the Flowcharts will be responsible for authorising the costs associated with any work prior to that work being commenced.

7.3 Each authority will invoice the other authority once every two months for expenditure it has incurred on the others behalf, providing supporting detail of the relevant transactions as appropriate.

8. Duration

8.1 The joint governance arrangements will remain in place until the duty to co-operate is no longer required by legislation.

9. Dispute Resolution

9.1 In the event of a dispute that cannot be resolved by the Planning Heads of Service Group the matter concerned will be referred to the Chief Executives Group. If the matter cannot be resolved by the Chief Executives Group it will be referred to the Leaders and Elected Mayors Group. If the matter is not able to be satisfactorily resolved the Partners put in writing and keep on file the matter.

9.2 Those decisions in respect of agreement and dispute will be clearly logged and submitted as part of the evidence to each respective local planning authority’s Local Plan examination to demonstrate how the duty has been complied with.

10. Intellectual Property Rights

10.1 Subject to the rights of third parties, the Partners will share equally the intellectual property rights to all data, reports, drawings, specifications, designs, inventions or other material produced or acquired including copyrights in the course of their joint work. The Partners agree that any proposal by one Partner to permit a third party to utilise the documents and materials produced by the partnership shall be subject to the agreement of all other Partners. Any changes, amendments or updates made to
the documents and materials, if made under the terms of the Memorandum of Understanding, shall be jointly owned by the Partners.

11. **Freedom of Information Requests**

11.1 If any partner receives a freedom of information request in respect of shared work associated with the Memorandum of Understanding it will be shared at the earliest opportunity with the other relevant authorities in order to determine and achieve a consensus as to what information shall be released.

12. **Termination**

12.1 Any of the Partners may withdraw from the Memorandum of Understanding at any time. Any such withdrawal would need to be approved by the Chief Executives Group and Leaders and Elected Mayors Group.

12.2 If the Memorandum of Understanding is terminated, the Partners agree that any reports, studies or any other information which has been jointly prepared by the Partners can be used by each of the Partners separately.
Duty to Co-operate Governance Structure ‘Flowchart’
7 Leaders' and Elected Mayor's Group

7 Chief Executives

Economic Directors' Group (7 Local Authorities)

LEP Transport Group (7 Local Authorities)

Planning Heads of service Group (7 Local Authorities)

Planning and Infrastructure Group

Overarching Enterprise Zone Steering Group

North Eastern LEP

Debates cross-boundary strategic issues

Provide sector Chair with business and local authority representation

LDF Officer Working Groups

South of Tyne – Durham, Gateshead, South Tyneside and Sunderland.

North of Tyne – Newcastle, Northumberland and North Tyneside

Newcastle – Gateshead LDF Joint Working Governance (see over)

Themed Based Partnerships and Working Groups

Can compromise local authority and specialist support from other external partners and organisations

Individual Local Development Framework Boards

- Durham
- Newcastle Gateshead
- Northumberland
- North Tyneside
- South Tyneside
- Sunderland
- Northumberland National Park

Individual governance arrangements for the development of each Local Authority LDF / Local Plan
Regional Position Statement (Spring 2013)

STRATEGIC ISSUES OF AGREEMENT AMONGST THE SEVEN LOCAL AUTHORITIES IN RESPECT OF THE DUTY TO CO OPERATE

Introduction

1. This paper reflects the discussions to date on issues of strategic importance to the 7 local authorities. It covers issues where there are no major issues and highlights areas where further work is required. It will form the basis of our evidence in meeting the Duty to Cooperate

2. We need to recognise that each local authority is at a different stage in the plan preparation process, and recognise the fact that we might all be working to different base dates. Therefore this is a work in progress that will be updated as necessary and kept under review by the Heads of Planning. This current note represents the position as of May 2013.

Population and Housing setting future housing requirements

Methodology

3. With the revocation of the RSS (15 April 2013), authorities can set their own ‘objectively assessed’ housing needs using robust and up to date evidence. These requirements must be both realistic and aspirational. Government wishes to significantly boost the delivery of new housing.

4. There is no prescriptive method to calculate growth requirements. All 7 authorities have used as a baseline DCLG and ONS Population and Household Projections. Considerations can also include:
   a. The robustness of evidence supporting previous RSS requirements
   b. Results from up to date Strategic Housing Market Assessments
   c. Economic growth scenarios
   d. Strategic objectives
   e. Projected changes in average household sizes (which may be applied to population projections using headship rates)
   f. Migration rates
   g. Viability and deliverability
   h. Past build rates
   i. Available land supply.

5. Using the above data sources, emerging housing requirements as detailed in emerging local plans is set out below:

Table 1: Estimates of Future Housing Requirements May 2013

<table>
<thead>
<tr>
<th></th>
<th>Proposed Housing Numbers (20 years) (Net)</th>
<th>Average dwellings per annum (Net)</th>
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<tbody>
<tr>
<td>Durham</td>
<td>30,000</td>
<td>1,500</td>
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<tr>
<td></td>
<td>Gateshead</td>
<td>Newcastle</td>
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<tr>
<td></td>
<td>10,700</td>
<td>18,670</td>
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6. All 7 authorities seek to retain or encourage growth to support sustainable economic growth, maintain a proportion of economically active population, accommodate the trend of ageing population profiles and to meet objectively assessed needs. In some instances it maybe necessary to claw back economically active households from adjoining authorities.

7. **Further work area**: The specific housing requirements for each authority will remain under review as new evidence emerges and development plans are progressed. Through the duty to co-operate further work will be required between the 7 local authorities within the NELEP area to consider an agreed position on housing requirements where consideration is being given to a shared distribution of housing growth.

The Supply of Housing Land

8. Upon examination or adoption of a Local Plan document that sets housing requirements, Local Authorities would be required to demonstrate a supply of deliverable housing land for the next five years (with a buffer of 5% or 20\(^2\)) to ensure choice and competition in the market; and that sufficient developable housing sites and capacity within broad areas will come forward for development to meet requirements for the fifteen year plan period. At adoption if a Local Plan could not demonstrate that a strategy for sufficient land to come forward for development, the plan would be at risk of being found unsound.

9. Local authorities now have to identify their own housing requirement through their Local Plans to meet objectively assessed needs. A number of authorities within the NELEP area do not currently have a a five year land supply using previous Regional Spatial Strategy set housing requirements. A number of authorities do not have a sufficiently advanced Local Plan to set a revised up-to-date housing requirement. Any alternative housing requirement, identified ahead of production of a Local Plan must be suitably evidence based and independently tested if it is to provide a sound and robust basis for decision making.

10. Designations, such as Green Belts that were discounted from earlier Strategic Housing Land Availability Assessments (SHLAA) are now increasingly being considered as potentially viable options to help deliver a 5 year housing requirements and meet 5 and 15 year land supply targets. The NPPF requires that ‘viability’ of delivery is a SHLAA assessment criteria, though the application of this in updating individual SHLAAs remains varied and once completed may affect the housing land supply. Each authority must plan for their own identified needs first within their local authority area. If they can not meet their need they can enter into discussions with adjoining authorities to establish whether they can accommodate the identified need.

11. **Further Work Area**: Previously, the North East Authorities agreed a standard SHLAA

1.1

\(^2\) 20\% applies where there is a record of persistent under delivery
methodology. Revisiting this methodology would make sense to reappraise and confirm approaches regarding:

- Defining deliverable sites
- Assessing viability
- Setting the 5 year housing requirement
- Handling underperformance and determining 5% and 20% buffers

12. From the range of up to date SHLAAs it is considered that there may be potential capacity for the NELEP area to meet its overall objectively assessed housing requirements. Where authorities look to develop shared approaches to housing growth, further work will be required to establish agreed positions for the specific distribution of housing between neighbouring authorities across the NELEP area to ensure that housing is provided in a sustainable and deliverable manner. There will need to be detailed cross boundary issues where housing proposals potentially share infrastructure located in neighbouring authority areas eg sewage, school and road capacity.

**Affordable Housing**

13. Plans must meet the needs for all types of housing including affordable housing. The affordable housing requirements in the 7 local authorities in the NELEP vary from 10% to 30%. The requirements are normally reviewed every 5 years. Evidence of development viability further informs the degree to which the private sector can deliver affordable housing through open market housing schemes.

14. Further Work: Agreement of any future overlapping Housing Market Areas alongside the identification of major housing growth areas could identify opportunities to meet specific based affordable housing requirements.

**Gypsies and Travellers and Travelling Showpeople**

15. Plans must evidence and identify the needs for this specific housing sector including gypsies, travellers and travelling show people.

16. Further Work Area: The Northumberland Gypsy and Travellers Accommodation Assessment (2008) only provides evidence for the period

17. 2008-18 and will also require an update to cover the entire plan period. The Tyne and Wear Gypsy and Traveller Accommodation Needs Assessment (2009) only also only provides evidence for the 2008-18 period. This evidence is in the process of being updated on an individual or joint basis. It will remain important that 7 Local Authorities work on an agreed shared approach to the studies. Pending the outcome of the range of updates to the Gypsy and Traveller Accommodation Assessment, further work will be required for Local Authorities to develop an agreed approach to making sufficient provision for Gypsy and Travellers across the NELEP area.

**Economic Growth and planning for jobs**

**Policy Approach**

18. The A1 and A19 corridors along with the urban cores of the Tyne & Wear conurbation and Durham City remain the key employment foci for the region. Although it is also acknowledged that there are other key locations away from the Tyne and Wear urban cores. Current planning and economic growth policies and proposals protect and expand on these locations and opportunities.
Additionally the new Enterprise Zone sites along the A19, North Bank of the River Tyne and at the Port of Blyth along with potential accelerated development zones, offer opportunities to boost regional growth. The NELEP has set out the vision for the area to become ‘Europe’s premier location for low carbon, sustainable, knowledge-based private sector-led growth and jobs.’ Local Authorities across the NELEP area are committed to supporting growth and acknowledge how the labour market and supply chains are linked across the wider area, including cross-NELEP links with Tees Valley.

19. Functional Economic Areas

20. The Economic Geography of the North East (NERIP) (2010) indicates that the North East region has a series of areas that have the characteristics of a functional economic area. In particular, they have strongly defined travel to work areas where the supply of people who are able and willing to find work live. These areas are used by local authorities to prioritise investment and to direct development in order to maximise delivery.

21. The above report indicates that these broad functional economic areas (not including the Tees Valley for the purposes of this paper) comprise:

- The area around Berwick on Tweed;
- The area around Alnwick and Morpeth, including South-East Northumberland and west Northumberland;
- Newcastle, Gateshead and North Tyneside;
- Sunderland and South Tyneside;
- City of Durham and the A1 Corridor.;
- A19 Corridor including Seaham and Peterlee; and
- The area around Bishop Auckland and Barnard Castle.

Rail, Road Freight Storage and Distribution

22. Across the region, there are five proposals for freight distribution services.

- A Green Belt release at South of Follingsby Lane, Gateshead for road freight.
- A Green Belt release at Wardley Colliery to the East of Follinsby Park within South Tyneside for primarily rail freight.
- Newton Park south of Newton Aycliffe, Durham for rail freight and distribution centre.
- Tursdale, Bowburn, Durham as a road and rail freight interchange.

23. Weetslade, North Tyneside for storage and distribution North East Enterprise Zone

24. The NELEP area’s Enterprise Zone was initially agreed in August 2011. It is hoped to generate at over 7,000 net additional jobs in the next 10 years focusing on quality jobs and supporting infrastructure covering 115ha, capturing the benefits of the low carbon economy, with potential for a further 40ha extension. The principal locations are sites next to the A19 in Sunderland for the production of ultra low carbon vehicles and the River Tyne North Bank sites and Blyth Estuary which will support the offshore renewables, engineering, maritime and energy sectors.

Justification – Evidence Base
25. Official national statistics\(^3\) (2012) indicate that the North East has the highest value of goods exports relative to the size of its economy. It has the highest percentage employed in the public sector and the lowest gross household income per head of the English regions. In 2009 manufacturing industries generated 14 per cent of the region’s total GVA, more than any other sector in the region. The region’s employment rate was the lowest in England at 66.2 per cent for Q4 2011; North Tyneside had the highest employment rate at 72.6 per cent.

26. All 7 local authorities have used economic growth modelling in their employment land studies to forecast how many jobs they would potentially need to provide job growth and how much land would be required to accommodate these jobs. They have also considered the quantity and quality of their portfolios of sites and premises to meet future demand. To ensure job forecasts are aspirational but realistic, a number of methods are utilised such as:

- Econometric growth scenarios;
- Employment targets, linking in with population projections and migration rates;
- Historic take-up rates; and
- Consultation with businesses and the commercial development industry.

**Delivery**

27. Take-up rates of employment land across the region have been largely impacted upon by the current difficult economic climate and other macro-economic issues. However, it is worth noting that in Sunderland and South Tyneside, demand for large scale development opportunities for General industrial uses (Use Class B2) and Storage and Distribution uses (Use Class B8) associated with the automotive and advanced manufacturing sectors remains strong given the growing demands of Nissan and the adjacent Enterprise Zone designation. However, both authorities are struggling to offer sites that meet these business enquiries.

28. In the short to medium term delivering viable commercial and housing development will be difficult, particularly on regeneration sites with many constraints. In the medium to long term, it is hoped that economic recovery will help restore some equilibrium to the housing and commercial market.

29. It is hoped that the new Enterprise Zones will be a driver of delivery using a combination of financial incentives and simplified planning procedures. The financial incentives are largely applicable through enhanced capital allowances and business rate discounts to attract significant inward investment particularly amongst those companies with considerable plant and machinery requirements. The adoption of a Local Development Orders (LDO) will grant planning permission for the development specified within the Orders and consequently remove the requirement for a developer to submit an application for planning permission.

**Transport and Infrastructure**

**Partnership working between Local Authorities.**

30. The seven local authorities and the Integrated Transport Authority in the NELEP area worked together to draft a high level Transport Strategy for the NELEP area. The focus for this document has been on different elements to those covered within Local Transport Plans and it has enabled a strategic framework within which Local Authorities know what types of partnership are appropriate for different elements of transport strategy. Each of the LTPs acknowledges the role of the Draft NELEP Transport Strategy in fostering co-operation within their sections on Policy Context.

1.1

\(^3\) ONS Regional Profiles - Economy - North East (including Tees Valley), May 2012
31. The NELEP Transport Strategy builds on transport strategy work carried out by the Tyne and Wear City Region. It sets out the role that transport plays in driving long-term economic growth for the NELEP area, ensuring it cements its status as a great place to live, work and visit. It highlights how important it is to have good cross-boundary transport links that help businesses to grow and flourish; attract investment; and enable a greater number of people to access jobs and services. Working closely with local authorities and the private sector, the Transport Strategy focuses on making better use of existing transport infrastructure and assets. It also identifies specific policies, across all modes of travel from road to rail, sea to air, to help deliver a vision of sustainable economic growth.

32. The draft strategy identifies a number of key areas for co-operation, including:

- Alleviation of key congestion points along the A1 and A19 corridors in order to improve reliability and strengthen economic links;
- Effective lobbying on the proposed route for High Speed Rail, its delivery profile and alignment with classic rail investment;
- Improvements to the East Coast Main Line, the Durham Coast Line and regionally significant rail projects;
- Development of new international connections for Newcastle International Airport; and
- The development of new logistics opportunities for the area’s ports. Partnership Working with the Highways Agency

*Pilot Route Based Strategy*

33. The North East recently secured a ‘Pilot’ Route Based Strategy for the A1 from Junction 62 in Durham, to the Seaton Burn Junction in Northumberland. The purpose of the route based strategy is to define the investment strategy for the network on a route by route basis. Key objectives of the strategy are to:

- Form the basis for the assessment of funding for the strategic road network (SRN) for the next spending review period;
- Set out on a route basis what will be required to meet the Government’s outcome based specification;
- Address road based issues on the SRN; and
- Be a mechanism to engage with local stakeholders, such as NELEPs, Local Authorities and Highway Authorities, to bring together national and local priorities to inform what is needed for the route;

*Highways Agency Pinch Points Fund*

34. The 7 Highways Authorities in the NELEP area co-ordinated as a group and with key stakeholders to provide advice to the Highways Agency on priorities for the recently announced £220m ‘pinch points fund’. The advice was developed in conjunction with the NELEP and resulted in four schemes being jointly agreed for submission to the programme. Of those four, one has subsequently been funded with another still on a list for consideration in future funding rounds.
35. **Tyne and Wear Meso Model**

36. The model has been developed in close co-operation with planning departments across Tyne and Wear has been developed to:

- Cover the Strategic Road Network within Tyne and Wear;
- Incorporate both ‘Weekday Morning Peak Period’ and ‘Weekday Evening Peak Period’ demands from Automatic Number Plate Recognition data, enable further ongoing refinement;
- Be calibrated and validated for a 2010 base year; and
- Be used to test impacts of various proposals on the SRN, principally Local Development Framework aspirations, but also Pinch Point Programme and other interventions.

**Local Major Schemes Devolution Process**

37. The seven local authorities and the Integrated Transport Authority in the NE LEP area meet on a monthly basis to develop a prioritised programme of local major schemes for submission to Department for Transport in July 2013. The Senior Officers’ Transport Advisory Group (SOTAG) meets to:

- Provide a forum for discussion of strategic transport issues that includes representation from all seven local authorities and the ITA/PTE in the Local Enterprise Partnership area.
- Provide effective advice to the Local Transport Body (LTB) on establishing a programme of local major scheme priorities for delivery beyond 2015;
- Provide guidance to the LTB on the most effective governance and assurance framework to deliver such a programme of local major transport schemes;

38. The North East Local Transport Body has been proposed as part of an Assurance Framework submitted to Department for Transport and agreed by the prospective authorities’ Cabinets / Delegated Decisions. The NELTB will be an unincorporated association (informal partnership). It will initially be made of two distinct types of membership: voting members and non-voting members. Voting members of the NELTB will be responsible for:

- Identifying a prioritised programme of major scheme investment within the available budget;
- Ensuring value for money is achieved across the programme;
- Making decisions on individual scheme approvals, investment decision making and release of funding, including scrutiny of business cases;
- Monitoring progress of scheme delivery and spend; and
- Actively managing the devolved budget and programme to respond to changed circumstances (scheme slippage, scheme alteration, cost increases etc).

39. The voting members of the NELTB are Durham County Council, Gateshead Metropolitan Borough Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, South Tyneside Council, Sunderland City Council, and Tyne and Wear Integrated Transport Authority. The non-voting member of the NELTB is the North
40. **East Local Enterprise Partnership.** Membership of the NELTB may be subject to a wider governance review of joint working arrangements across the NELEP area. Such a review would be intended to strengthen governance arrangements, including exploring the option of forming a North East Combined Authority with a statutory basis, to provide a strong platform for further devolution of funding, powers and responsibilities.

**Rail Devolution Process**

The Rail Devolution Steering Group.

41. This group is a sub-group of the regional Chief Executives group. This group meets monthly and helps to manage the rail devolution debate on behalf of the 7 North East and 5 Tees Valley authorities, it contains representation from the 7 local authorities in the NELEP area and outlines an example of the strategic framework enabling authorities to work together on issues of strategic importance at a 5 (Tyne and Wear), 7 (North East), or 12 (North East and Tees Valley) local authority footprint.

**North East Smart Ticketing Initiative**

42. This programme of works is managed by Nexus on behalf of the Local Authorities in the North East and Tees Valley. The 12 Local Authorities are co-operating on smartcard technology and ‘back office’ transactions.

**Urban Traffic Management Control (UTMC) and Traffic Signals**

43. The Tyne and Wear authorities work together through a shared services model to implement a UTMC system. This system acts to deliver improved transport efficiencies and to make better use of existing and future local Intelligent Transport Systems by allowing co-ordinated and proactive management of the whole network. The authorities also work in partnership to install and maintain Traffic Signals.

**Further Work Area:**

44. Development proposals within emerging Local Plans will have cross boundary impacts on transport networks. In particular proposals for housing development in north Durham/south Northumberland are likely to lead to significant increases in demand for cross boundary movement to/from Tyne and Wear.

45. It is important that the impact of additional cross-boundary movement is understood. There is a need for co-operation between authorities in identifying network improvements to accommodate increased demands for movement. This may provide further justification for key schemes such as A1, or A19 improvements or the Leamside rail line, or the Ashington/Blyth/Tyne railway line, or require more localised enhancement of bus, cycle or road networks at other locations.

**Metro Improvements - in partnership with Nexus:**

46. **Extensions** – Work is being undertaken to investigate the feasibility of, and develop proposals for, potential extensions to the existing Metro system. These include physical extensions on light rail and on-street corridors that interchange with Metro facilities. Various routes and alignments are being considered both within the Tyne and Wear urban area and extending into surrounding Unitary authorities.

47. **Integration** – Progress further work to develop a more proactive approach to securing integration of land-use with the Metro, including informing emerging LDF documents, and identifying development options around existing and potential new Metro stations such as Park and Ride schemes.

48. **Technology** – Examinations of alternatives to existing metro-cars (such as lighter rolling stock) are being examined.

49. **Funding** – Develop a funding and delivery strategy for future Metro extensions, considering how new funding mechanisms such as tax increment financing and prudential borrowing could be used. Work is also being undertaken on the wider economic benefits of the Metro system and
how these could be increased through extensions.

**Delivering the Bus Strategy**

50. The Bus Strategy Delivery Project is being undertaken to examine how to deliver the three key objectives of the Integrated Transport Authority’s Bus Strategy: to arrest decline in bus patronage; to maintain (and preferably grow) network accessibility; and to deliver better value for money. It is proposed that a report is brought to the ITA in early Summer 2013 containing a comparison of options and recommendations.

51. Engagement has taken place across the 5 Tyne and Wear local authorities through an officer working group. Attendees from Northumberland and Durham have also been invited to enable cross boundary issues to be considered.

**Strategic sites for rail freight**

52. The Rail Freight Partner Group is a subdivision of the Tyne and Wear Freight Partnership. Representative stakeholders from the rail freight industry, or with an interest in rail freight, attend twice-yearly meetings to discuss the opportunities and barriers for rail freight in the North East and particularly in Tyne and Wear. The Rail Freight Partner Group aims to grow the volume of goods moved in this region by rail where it is environmentally and economically beneficial to do so. It seeks to provide information and promote awareness about rail freight options, and to bring together groups with a common interest in the subject. Although a subdivision of Tyne and Wear’s Freight partnership, representatives are invited from Northumberland and Durham councils. – Extension of the broader freight partnership to Durham and Northumberland could assist in cooperation on freight matters – Durham and Northumberland are already invited to this.

**North East Highways Alliance**

53. Work is ongoing to establish if there is interest and potential efficiencies that could be achieved through collaborative working in a regional highways alliance. This could potentially deliver shared services in areas such as: street lighting; structures; flooding and coastal protection; road safety training and permit schemes. Shared services may also enable neighbouring Councils to achieve economies of scale of more routine services such as highway maintenance.

54. **Community Infrastructure Levy (CIL)**
   - Review of cross boundary CIL funding for infrastructure to support growth
   - Review consistency of CIL rates

55. **Shopping, Leisure and Tourism**
   - There are no major issues.

56. **Minerals and waste**
   - There are no major issues, for the 7 local authorities in the NELEP area, but further work maybe required to demonstrate an agreed approach to cross border waste management to areas outwith the region. For example a number of authorities export their waste to Teeside and Cumbria.

57. **Renewable energy**
   - There are no major issues

58. **Green Infrastructure**
   - There are no major issues.

59. **Waste water treatment**
   - Review in partnership with Northumbrian Water Limited the future of Howdon and Jarrow
water treatment works and issues to do with their capacity/headroom and the infrastructure necessary to reduce the amount of surface water going into the main drains

60. Healthcare.
   • There are no major issues.

61. Education
   • There are no major issues

62. Utilities
   • There are no major issues
# APPENDIX 2: JOINT WORKING WITH NEIGHBOURING LOCAL PLANNING AUTHORITIES

## STATEMENT OF COMMON GROUND BETWEEN STATEMENT OF COMMON GROUND BETWEEN SOUTH TYNESIDE COUNCIL AND GATESHEAD COUNCIL.

### Governance and Working Arrangements

- South of Tyne Duty To Cooperate Meetings
- Heads of Planning Meetings
- Gateshead and South Tyneside Topic-Specific Meetings
- Economic Directors Meetings
- NECA Regional Transport Group
- North East Joint Transport Committee
- North East Minerals and Waste Policy Officers Group
- North East Regional Aggregates Working Party
- South Tyne and Wear Waste Management Partnership.

### Key Issue and Outcomes

#### Green Belt

**Issue**: Whether we would be able to accommodate some of our development needs without the need for the Borough to release land from the Green Belt.

**Outcome**: Once it was becoming clear that we would be unable to meet our local housing and employment needs, we formally wrote to Gateshead Council to ascertain whether they would be able to accommodate some of our growth needs. Gateshead formally responded in January 2019 to advise that it would not be appropriate for Gateshead to accommodate some of the housing or employment land requirements identified within the emerging South Tyneside Local Plan (Appendix 5).

This has been used to inform our Stage One Green Belt Review: Exceptional Circumstances (2019) to demonstrate that exceptional circumstances exist to amend the Green Belt boundaries at Policy S1, as well as our establishing the quantum of homes and jobs that we are to deliver at Policies H3, ED2 and ED2.1.

Discussions have continued to ensure that where amendments to the Green Belt have / are being proposed, they do not singularly or cumulatively undermine the Green Belt designations into the adjoining authority areas.

**Working Together in the Future**: It is agreed that we will continue to liaise regarding the approaches to the Green Belt and on any issues that may impact on neighbouring authorities, including discussions around accommodating future unmet development needs.
Green Infrastructure and Biodiversity

**Issue:** We share a number of Green Infrastructure Assets that cross or lie close to our respective administrative boundaries particularly on the River Don.

**Outcome:** In the preparation of our Green Infrastructure Strategy (2013), a workshop was held with a range of stakeholders including officers from Gateshead Council, Sunderland City Council, Natural England and Heritage England. In part, this sought to ensure there is an appropriate and coordinated approach to ensuring the continuity of those assets that transcend our boundaries. Through our ongoing Duty to Cooperate meetings, we have ensured that there were no changes to be made.

In response to anticipated future largescale development within the catchment (including at South Follingsby, IAMP and A19 improvements); the North East of England Nature Partnership prepared a Vision for the River Don Catchment. This Vision, along with various studies, including: The River Restoration Centre’s River Don Feasibility Study and South Tyneside Council’s River Don Catchment Study; supported the case for, and helped in securing, the delivery of river restoration work at South Follingsby. Furthermore, we are working with officers from Sunderland and Gateshead to deliver the Ecological Landscape Mitigation Area (ELMA) associated with the delivery of IAMP.

With officers from Gateshead Council and Sunderland City Council, we have worked together to ensure there is consistency between the relevant policies that have been prepared across our respective emerging Local Plans (Gateshead’s Making Spaces and Growing Places the Sunderland’s Core Strategy and Development Plan). This will provide applicants with consistent approach across the local authority areas when submitting proposals which are likely to impact on biodiversity, and ensures improvements to biodiversity assets optimise cross-boundary impacts.

With specific regard to biodiversity, we have worked with the South of Tyne authorities to develop the relevant biodiversity policies for our respective emerging plans (Policy NE2 within our Plan). This ensures a consistency of approach across the South of Tyne area for applicants submitting planning applications which are likely to have biodiversity impacts.

**Working Together in the Future:** Both Councils are satisfied with the joint working activity regarding the River Don, and we are committed to ongoing cooperation to realise the vision for the River Don. Policy NE7 seeks to protect and improve water quality of the River Don (and other watercourses), while Policy NE6 seek to ensure flood management scheme(s) affecting the River Don catchment provide multifunctional benefits.

It is agreed that we will continue to ensure the provisions of the three Local Plans seek to protect and enhance our overlapping biodiversity assets.

The International Advanced Manufacturing Park

**Issue:** To take into consideration the impacts of the International Advanced Manufacturing Park (IAMP).

**Outcome:** South Tyneside Council and Sunderland City Council worked together on the preparation of the IAMP Area Action Plan (AAP) which allocates 150 hectares of land for automotive and advanced manufacturing uses. The AAP was adopted by both authorities in November 2017 and now forms part of the adopted development plan for both areas.

Due to the regional significance of the IAMP, Sunderland City Council and South Tyneside Council
are committed to undertaking further impact work, as the development progresses and more evidence is available regarding the potential impacts. The Councils will also involve other authorities in the preparation of the updated impact papers, in particular Gateshead and Durham County Council with regards to future growth requirements.

**Working together in the future:** It is agreed that we will undertake further impact assessment work, with input from Gateshead Council as further evidence becomes available.

### Housing Need and Supply

**Issue:** Identifying and meeting the housing requirement for the Local Plan.

**Outcome:** It was agreed that both authorities have self-contained housing markets and it is therefore appropriate for in principle for both authorities to identify and meet their own housing needs.

Gateshead’s Core Strategy and Urban Core Development Plan applies the NPPF (2012) approach to establishing its housing need and includes an economic uplift to support IAMP. Our Plan follows the standard methodology. It is agreed that additional work will be undertaken by both Councils (including Sunderland and County Durham) to identify the potential impacts of IAMP as the scheme progresses. These impacts will be taken into account as part of our future Plan reviews, when there is more certainty over the speed of delivery of the IAMP and evidence of its impacts ins available.

**Working Together in the Future:** It is agreed that we will continue to work constructively with each regarding our housing need including the commissioning of further impact assessment work for the IAMP.

Furthermore, It is agreed that we will continue to work together regarding the consideration of housing schemes being promoted through the Plan which may have cross boundary implications.

### Transport

**Issue:** Strategic Transport issues including impacts of development upon the local road network.

**Outcome:** At a regional level, the Council is represented at the North East Joint Transport Committee (NEJTC), who meets monthly to discuss transport issues that require strategic decision taking within the North East. The North East Combined Authority is accountable for the NEJTC. The committee was established on 2 November 2018 and will continue to meet going forwards. At an officer level, regional transport matters are discussed at the North East Heads of Transport meeting which meets on a monthly basis.

In December 2018, we met with officers from Gateshead and Sunderland to understand the cross boundary transport priorities which are reflected within the range of relevant proposals set out in Policy IN7 such as safeguarding the Leamside Line for the potential reopening, target improvements to the metro system, and road corridor improvements to the junctions at A19/A1290 (Downhill Lane), A19/A184 (Testos Roundabout), and the A184/A194/A194M (Whitemare Pool) which will also include Highways England.

**Working together in the future:** The Council will continue to work closely with neighbouring authorities on cross boundary transport matters through the North East Heads of Transport and the NEJTC.

It is agreed that we will share the final results of the traffic modelling arising from the Plan's
proposed allocations and engage with them in respect of any concerns that may arise (including the mitigations required) to inform our Publication Draft Local Plan.

Waste

**Issue:** Management of waste streams across the sub-region.

**Outcome:** We work collaboratively with neighbouring authorities on waste matters. The North East authorities participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to the management of waste, and has jointly commissioned evidence on waste to support existing and emerging local plans.

At a sub-regional level, we have progressed a joint approach to the procurement of waste services through the South Tyne and Wear Waste Management Partnership (STWWMP). The Partnership comprises this Council, Gateshead Council and Sunderland City Council who have collectively prepared the Joint Municipal Waste Strategy, which was published in October 2007. The Strategy covers the period up to 2027, however we are committed to working strategically on waste matters beyond this period. The Partnership published a view of this strategy in 2012. We have progressed a joint approach to the procurement of waste services, along with the other Councils in the STWWMP. Guided by the Joint Municipal Waste Strategy, the Partnership has developed a longer-term strategic solution for the treatment and disposal of residual municipal waste. A contract has been secured for the Borough’s residual municipal waste to be treated at the Energy from Waste Facility at Haverton Hill in Teesside. The contract involved building an Energy from Waste facility which will burn the waste to create electricity.

The contract commenced April 2014 and will run for 23 years. It provides for three waste transfer stations, with some limited front end recycling of bulky waste with the majority of residual household waste transferred by bulk road haulage to a dedicated EFW facility at the Haverton Hill waste complex. The plant will be able to deal with up to 256,000 tonnes of waste each year and is capable of exporting 18.84MW of electricity to the national grid. The facility is supported by a Visitor and Education Centre at Gateshead’s waste transfer facility, which is located within Sunderland’s boundary at the Campground site in Springwell. This contract therefore ensures that there is sufficient capacity to manage municipal waste over the plan period.

**Working Together in the Future:** It is agreed that we will continue to work closely with Sunderland City Council and Gateshead Council on waste matters through the STWWMP.

Minerals

**Issue:** Ensuring an adequate and steady supply of minerals to meet local and wider needs.

**Outcome:** The eight Mineral Planning Authorities in County Durham, Northumberland and Tyne and Wear (Durham County Council, Gateshead Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, Northumberland National Park Authority, South Tyneside Council and Sunderland City Council) work collaboratively on aggregate minerals planning matters and work jointly to prepare an annual Local Aggregates Assessment. All of the aforementioned authorities also actively participate in the North East Aggregates Working Party alongside the five Tees Valley authorities and representatives of the industry. The Working Party publishes an Annual Aggregates Monitoring Report.

The Aggregates Working meet regularly (at least on an annual basis) to discuss strategic issues
relating to aggregates. The North East authorities also participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to minerals and the management of waste.

Informed by that collaborative work, this Plan proposes Policy IN11 regarding the winning of minerals and minerals safeguarding areas. In addition, Policy ED3 seeks to safeguard the CEMEX Wharf in Jarrow to allow for the continued transfer and movement of marine aggregates. This will provide the framework for assessing proposed mineral development.

**Working Together in the Future:** It is agreed that we will continue to work with the other North East authorities on minerals planning matters and participate in the operation of the North East Aggregates Working Party and participate in meetings of the North East Minerals and Waste Planning Policy Officers Group.

<table>
<thead>
<tr>
<th>Joint Evidence</th>
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<td>Local Aggregates Assessment (2018)</td>
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**STATEMENT OF COMMON GROUND BETWEEN SOUTH TYNESIDE COUNCIL AND SUNDERLAND CITY COUNCIL.**

### Governance and Working Arrangements

- South of Tyne Duty To Cooperate Meetings
- Heads of Planning Meetings
- South Tyneside and Sunderland Topic-Specific Meetings
- Economic Directors Meetings
- IAMP Working Group Meetings
- NECA Regional Transport Group
- North East Joint Transport Committee
- North East Minerals and Waste Policy Officers Group
- North East Regional Aggregates Working Party
- South Tyne and Wear Waste Management Partnership
- N2K Working Group.

### Key Issue(s) and Outcomes(s)

**Green Belt**

**Issue:** Whether we would be able to accommodate some of our development needs without the need for the Borough to release land from the Green Belt.

**Outcome:** Once it was becoming clear that we would be unable to meet our local housing and employment needs in full, we formally wrote to Sunderland City Council to ascertain whether they would be able to accommodate some of our growth within their own areas. Sunderland City Council formally responded in August 2018 to advise that it would not be appropriate for Sunderland to accommodate some of the housing or employment land requirements identified within the emerging South Tyneside Local Plan (Appendix 5).

This has been used to inform our Stage One Green Belt Review: Exceptional Circumstances (2019) to demonstrate that exceptional circumstances exist to amend the Green Belt boundaries at Policy S1, as well as our establishing the quantum of homes and jobs that we are to deliver at Policies H3, ED2 and ED2.1

Discussions have continued to ensure that where amendments to the Green Belt have / are being proposed, they do not singularly or cumulatively undermine the Green Belt designations into the adjoining authority areas.

**Working Together in the Future:** It is agreed that we will continue to liaise regarding the approaches to the Green Belt and on any issues that may impact on neighbouring authorities, including discussions around accommodating future unmet development needs.

**Green Belt Review and Methodology**
**Issue:** Ensuring a consistent approach to reviewing our Green Belt.

**Outcome:** We have worked closely with Sunderland to establish a complementary methodological approach for our respective Green Belt Reviews. Ensuring a consistent approach has been important given our joint work in the preparation of the IAMP AAP which itself necessitated significant amendments to the Green Belt boundaries within each authority area.

This has resulted in compatible approaches being undertaken.

**Working Together in the Future:** It is agreed that we will continue to work together to ensure the integrity of the Tyne and Wear Green Belt is retained.

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**Green Infrastructure and Biodiversity**

**Issue:** We share a number of Green Infrastructure Assets that cross or lie close to our respective administrative boundaries particularly on the River Don.

**Outcome:** In the preparation of our Green Infrastructure Strategy (2013), a workshop was held with a range of stakeholders including officers from Gateshead Council, Sunderland City Council, Natural England and Heritage England. In part, this sought to ensure there is an appropriate and coordinated approach to ensuring the continuity of those assets that transcend our boundaries. Through our ongoing Duty to Cooperate meetings, we have ensured that there were no changes to be made.

In response to anticipated future largescale development within the catchment (including at South Follingsby, IAMP and A19 improvements); the North East of England Nature Partnership prepared a Vision for the River Don Catchment. This Vision, along with various studies, including: The River Restoration Centre’s River Don Feasibility Study and South Tyneside Council’s River Don Catchment Study; supported the case for, and helped in securing, the delivery of river restoration work at South Follingsby. Furthermore, we are working with officers from Sunderland and Gateshead to deliver the Ecological Landscape Mitigation Area (ELMA) associated with the delivery of IAMP.

With officers from Gateshead Council and Sunderland City Council, we have worked together to ensure there is consistency between the relevant policies that have been prepared across our respective emerging Local Plans (Gateshead’s Making Spaces and Growing Places the Sunderland’s Core Strategy and Development Plan). This will provide applicants with consistent approach across the local authority areas when submitting proposals which are likely to impact on biodiversity, and ensures improvements to biodiversity assets optimise cross-boundary impacts.

With specific regard to biodiversity, we have worked with the South of Tyne authorities to develop the relevant biodiversity policies for our respective emerging plans (Policy NE2 within our Plan). This ensures a consistency of approach across the South of Tyne area for applicants submitting planning applications which are likely to have biodiversity impacts.

**Working Together in the Future:** Both Councils are satisfied with the joint working activity regarding the River Don, and we are committed to ongoing cooperation to realise the vision for the River Don. Policy NE7 seeks to protect and improve water quality of the River Don (and other watercourses), while Policy NE6 seek to ensure flood management scheme(s) affecting the River Don catchment provide multifunctional benefits.

It is agreed that we will continue to ensure the provisions of the three Local Plans seek to protect and enhance our overlapping biodiversity assets.
**Internationally Protected Sites**

**Issue:** Protecting the integrity of the Northumbria Coast SPA and Durham Coast SAC whilst also planning for new development, particularly housing.

We share the designations of the Northumbria Coast Special Protection Area (SPA)/Ramsar site and the Durham Coast Special Area of Conservation (SAC) with Sunderland. Through the Strategic Land Review process (2016-18), we engaged with Natural England and were asked to investigate the potential cause and effect relationship between the provision of new homes and recreational disturbance to the protected coastal bird populations.

**Outcome:** We are part of an N2K Liaison Group, which includes all of the local authorities which contain part of the Northumbria Coast SPA/Ramsar site and the Durham Coast SAC (Durham County Council, North Tyneside Council, Northumberland County Council, South Tyneside Council and Sunderland City Council). The Groups is also attended by bodies such as Natural England and the RSPB. This meets at least twice a year to discuss approaches to Habitats Regulations Assessments, including necessary mitigation and survey work. The Group also updates other members of the group on Local Plan progress and discuss policies within emerging plans which relate to N2K sites. Continuous engagement with the Group updates them on progress with the plan, the Habitats Regulations Assessment being undertaken as part of the plan and the methodology used for this and crucially the sharing of best practice.

Ahead of the preparation of our Plan, in order to determine ‘live’ proposals for residential development, a Habitat Regulation Assessment was prepared with the full involvement of Natural England. This went on to inform our “Interim Supplementary Planning Document 23 - Mitigation Strategy for European Sites” (April 2018). This sets in place a series of developer funded mitigation solutions to similarly minimise recreational disturbance to the important bird populations. A key element of our Mitigation Strategy is the employment of a ranger. We have expressed an interest for working closely with Sunderland to ensure that operationally this mitigation is delivered effectively and efficiently. A new HRA has subsequently been prepared to inform this Local Plan and the selection of our development sites which includes an updated Mitigation Strategy.

To help inform the HRA and to support future monitoring, we have jointly procured wintering bird surveys.

Collectively, this continuous engagement has been used to inform the selection of our development sites, the wording of Policy NE2 and the updated mitigation strategy to ensure there is a consistency in approach between the relevant authorities.

**Working Together in the Future:** As part of Sunderland’s “South Sunderland Growth Area”, it has employed developer funded rangers to manage recreational disturbance within the designated coastal areas. Our discussions with Sunderland remain ongoing with the potential to deliver a coordinated approach to managing the SPA/SAC mitigation. This will include a joint procurement exercise to recruit rangers within South Tyneside and Sunderland.

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**The International Advanced Manufacturing Park**

**Issue:** To take into consideration the impacts of the International Advanced Manufacturing Park (IAMP).

**Outcome:** Sunderland City Council and South Tyneside Council worked together on the
preparation of the IAMP Area Action Plan (AAP) which allocates 150 hectares of land for automotive and advanced manufacturing uses. The AAP was adopted by both authorities in November 2017 and now forms part of the adopted development plan for both areas. Both authorities are working constructively with the site promoter (IAMP LLP) to support the submission of the DCO for IAMP Two.

In order to understand the potential impacts of the IAMP, both authorities jointly prepared several impact papers, which were submitted as part of the evidence base for the AAP. The original impact papers were published in 2015, but were later updated in 2016 as more evidence became available.

As a cross boundary project, both councils will continue to work closely together on the delivery of the IAMP and are committed to undertaking further impact work, as the development progresses and more evidence is available regarding the potential impacts. It is agreed that both councils will also involve other authorities in the preparation of the updated impact papers, in particular Gateshead and Durham County Council.

**Working together in the future:** It is agreed that we will continue to work together to secure the development of the IAMP through the joint IAMP AAP and undertake further impact assessment work, as further evidence becomes available.

### Housing Need and Supply

**Issue:** Identifying and meeting the housing requirement for the Local Plan.

**Outcome:** It was agreed that both authorities have self-contained housing markets and it is therefore appropriate for in principle for both authorities to identify and meet their own housing needs.

Through our Duty to Cooperate meetings, we have also liaised in general terms with Sunderland City Council regarding the proposed development allocations. It was agreed that of most direct cross boundary significance is the proposed Green Belt release of land to the North of Town End Farm to accommodate some 400 dwellings (Policy H3.62). Some early engagement has taken place with Council officers regarding this site, however there will need to be further dialogue in relation to the potential impact of the proposals, particularly in relation to improvements necessary to local infrastructure provision as a result of the development.

Sunderland’s Core Strategy and Development Plan applies the NPPF (2012) approach to establishing its housing need and includes an economic uplift to support economic growth including the IAMP. Our Plan follows the standard methodology. It is agreed that additional work will be undertaken by both Councils (including Gateshead and County Durham) to identify the potential impacts of IAMP as the scheme progresses. These impacts will be taken into account as part of our future Plan reviews, when there is more certainty over the speed of delivery of the IAMP and evidence of its impacts is available.

**Working Together in the Future:** It is agreed that we will continue to work constructively with each other regarding our housing need including the commissioning of further impact assessment work for the IAMP.

Furthermore, it is agreed that we will continue to work together regarding the consideration of housing schemes being promoted through the Plan which may have cross boundary implications – with particular relevance to the proposed allocation on land to the North of Town End Farm.
Gypsies and Travellers

**Issue:** Establishing the Gypsy and Travelling Showpeople need and provision across both authorities.

**Outcome:** We have worked with Sunderland to identify sufficient sites to accommodate the needs of Gypsies, Travellers and Travelling Showpeople. Due to the transient nature of the latter and the existing travelling Showpeople communities that reside in both Sunderland and South Tyneside, provision of plots and pitches is a strategic cross boundary issue. We jointly commissioned a Gypsies and Travellers and Travelling Showpeople Assessment (2014). This identified each authority’s local needs to 2036. The 5 other LEP authorities were also engaged through telephone interviews to understand their needs and any core issues around provision within those authority areas.

Sunderland took the decision to update the Assessment in 2017 for its own administrative area, whilst we did not consider there to be a pressing need to undertake a review of our evidence to confirm the need for Gypsies. The 2014 Assessment concluded there was no need to identify plots for Travelling Showpeople over the Plan Period and this has informed Policy H12 of the Plan.

**Working Together in the Future:** It is agreed that we will continue to work closely with Sunderland on cross boundary flows of gypsy and traveller populations and will consider the need to undertake joint needs assessments in future, if appropriate.

Transport

**Issue:** Strategic Transport issues including impacts of development upon the local road network.

**Outcome:** At a regional level, the Council is represented at the North East Joint Transport Committee (NEJTC), who meets monthly to discuss transport issues that require strategic decision taking within the North East. The North East Combined Authority is accountable for the NEJTC. The committee was established on 2 November 2018 and will continue to meet going forwards. At an officer level, regional transport matters are discussed at the North East Heads of Transport meeting which meets on a monthly basis.

In December 2018, we met with officers from Gateshead and Sunderland to understand the cross boundary transport priorities which are reflected within the range of relevant proposals set out in Policy IN7 such as safeguarding the Leamside Line for the potential reopening, target improvements to the metro system, and road corridor improvements to the junctions at A19/A1290 (Downhill Lane), A19/A184 (Testos Roundabout), and the A184/A194/A194M (Whitemare Pool) which will also include Highways England.

**Working together in the future:** The Council will continue to work closely with neighbouring authorities on cross boundary transport matters through the North East Heads of Transport and the NEJTC.

It is agreed that we will share the final results of the traffic modelling arising from the Plan’s proposed allocations and engage with them in respect of any concerns that may arise (including the mitigations required) to inform our Publication Draft Local Plan.

Waste
**Issue:** Management of waste streams across the sub-region.

**Outcome:** We work collaboratively with neighbouring authorities on waste matters. The North East authorities participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to the management of waste, and has jointly commissioned evidence on waste to support existing and emerging local plans.

At a sub-regional level, we have progressed a joint approach to the procurement of waste services through the South Tyne and Wear Waste Management Partnership (STWWMP). The Partnership comprises this Council, Gateshead Council and Sunderland City Council who have collectively prepared the Joint Municipal Waste Strategy, which was published in October 2007. The Strategy covers the period up to 2027, however we are committed to working strategically on waste matters beyond this period. The Partnership published a view of this strategy in 2012. We have progressed a joint approach to the procurement of waste services, along with the other Councils in the STWWMP. Guided by the Joint Municipal Waste Strategy, the Partnership has developed a longer-term strategic solution for the treatment and disposal of residual municipal waste. A contract has been secured for the Borough’s residual municipal waste to be treated at the Energy from Waste Facility at Haverton Hill in Teesside. The contract involved building an Energy from Waste facility which will burn the waste to create electricity.

The contract commenced April 2014 and will run for 23 years. It provides for three waste transfer stations, with some limited front end recycling of bulky waste with the majority of residual household waste transferred by bulk road haulage to a dedicated EFW facility at the Haverton Hill waste complex. The plant will be able to deal with up to 256,000 tonnes of waste each year and is capable of exporting 18.84MW of electricity to the national grid. The facility is supported by a Visitor and Education Centre at Gateshead’s waste transfer facility, which is located within Sunderland’s boundary at the Campground site in Springwell. This contract therefore ensures that there is sufficient capacity to manage municipal waste over the plan period.

**Working Together in the Future:** It is agreed that we will continue to work closely with Sunderland City Council and Gateshead Council on waste matters through the STWWMP.

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**Minerals**

**Issue:** Ensuring an adequate and steady supply of minerals to meet local and wider needs.

**Outcome:** The eight Mineral Planning Authorities in County Durham, Northumberland and Tyne and Wear (Durham County Council, Gateshead Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, Northumberland National Park Authority, South Tyneside Council and Sunderland City Council) work collaboratively on aggregate minerals planning matters and work jointly to prepare an annual Local Aggregates Assessment. All of the aforementioned authorities also actively participate in the North East Aggregates Working Party alongside the five Tees Valley authorities and representatives of the industry. The Working Party publishes an Annual Aggregates Monitoring Report.

The Aggregates Working meet regularly (at least on an annual basis) to discuss strategic issues relating to aggregates. The North East authorities also participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to minerals and the management of waste.

Informed by that collaborative work, this Plan proposes Policy IN11 regarding the winning of...
minerals and minerals safeguarding areas. In addition, Policy ED3 seeks to safeguard the CEMEX Wharf in Jarrow to allow for the continued transfer and movement of marine aggregates. This will provide the framework for assessing proposed mineral development.

**Working Together in the Future:** It is agreed that we will continue to work with the other North East authorities on minerals planning matters and participate in the operation of the North East Aggregates Working Party and participate in meetings of the North East Minerals and Waste Planning Policy Officers Group.

### Evidence

- Sunderland and South Tyneside Gypsies and Travellers and Travelling Showpeople Assessment (2014)
- Local Aggregates Assessment (2018)
- IAMP Housing Impact Paper Update (2016)
- IAMP Area Action Plan (2017)
- IAMP Green Belt Boundary Review
- Joint Visitor and Bird Surveys to inform HRA
Governance and Working Arrangements

Heads of Planning Meetings
North Tyneside and South Tyneside Topic-Specific Meetings
Economic Directors Meetings
NECA Regional Transport Group
North East Joint Transport Committee
North East Minerals and Waste Policy Officers Group
North East Regional Aggregates Working Party
N2K Working Group.

General Commentary

We have worked with North Tyneside Council collaboratively and constructively in relation to a number of cross-boundary issues. However, it is worth noting that whilst our areas adjoin one another, the River Tyne is not only a physical barrier, but also an operational and functional barrier in planning terms. Hence, it is agreed that the range of cross boundary issues are restricted to the following set out in this Statement of Common Ground.

Key Issue and Outcomes

Green Belt

Issue: Whether we would be able to accommodate some of our development needs without the need for the Borough to release land from the Green Belt.

Outcome: Once it was becoming clear that we would be unable to meet our local housing and employment needs in full, we met with officers from North Tyneside Council (July 2018) to ascertain whether they would be able to accommodate some of our growth within its Borough. Officers confirmed that it would not be able to given the North Tyneside Local Plan had just been formally adopted (2017) and there was no programme to review the Plan at that point.

This has been used to inform our Stage One Green Belt Review: Exceptional Circumstances (2019) to demonstrate that exceptional circumstances exist to amend the Green Belt boundaries at Policy S1, as well as our establishing the quantum of homes and jobs that we are to deliver at Policies H3, ED2 and ED2.1

Working Together in the Future: We will continue to liaise regarding the approaches to the Green Belt and on any issues that may impact on neighbouring authorities, including discussions around accommodating future unmet development needs.

Housing Need and Supply
**Issue:** Identifying and meeting the housing requirement for the Local Plan.

**Outcome:** It was agreed that both authorities have self-contained housing markets and the River Tyne comprises a significant physical and functional barrier. It is therefore appropriate for both authorities to identify and meet their own housing needs. It was further agreed that there were no significant cross boundary issues relating to the Gypsies, Travellers and Travelling Showpeople.

**Working Together in the Future:** It is agreed that we will continue to work constructively with each regarding our future housing needs.

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**Transport**

**Issue:** Whether there are strategic cross boundary issues relating to transport.

**Outcome:** At a regional level, the Council is represented at the North East Joint Transport Committee (NEJTC), who meets monthly to discuss transport issues that require strategic decision taking within the North East. The North East Combined Authority is accountable for the NEJTC. The committee was established on 2 November 2018 and will continue to meet going forwards. At an officer level, regional transport matters are discussed at the North East Heads of Transport meeting which meets on a monthly basis.

The Tyne Tunnel / A19 crossing represented the main strategic cross boundary issue. Given the A19 is part of the Strategic Road Network, it is agreed that it would be appropriate for Highways England to coordinate matters of capacity and modelling.

**Working together in the future:** The Council will continue to work closely with neighbouring authorities on cross boundary transport matters through the North East Heads of Transport and the NEJTC.

It is agreed that we will nevertheless, share the final results of the traffic modelling arising from the Plan’s proposed allocations and engage with them in respect of any concerns that may arise (including the mitigations required) to inform our Publication Draft Local Plan.

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**Minerals**

**Issue:** Ensuring an adequate and steady supply of minerals to meet local and wider needs.

**Outcome:** The eight Mineral Planning Authorities in County Durham, Northumberland and Tyne and Wear (Durham County Council, Gateshead Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, Northumberland National Park Authority, South Tyneside Council and Sunderland City Council) work collaboratively on aggregate minerals planning matters and work jointly to prepare an annual Local Aggregates Assessment. All of the aforementioned authorities also actively participate in the North East Aggregates Working Party alongside the five Tees Valley authorities and representatives of the industry. The Working Party publishes an Annual Aggregates Monitoring Report.

The Aggregates Working meet regularly (at least on an annual basis) to discuss strategic issues relating to aggregates. The North East authorities also participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to minerals and the management of waste.

Informed by that collaborative work, this Plan proposes Policy IN11 regarding the winning of minerals and minerals safeguarding areas. In addition, Policy ED3 seeks to safeguard the CEMEX Wharf in Jarrow to allow for the continued transfer and movement of marine aggregates. This will
provide the framework for assessing proposed mineral development.

**Working Together in the Future:** It is agreed that we will continue to work with the other North East authorities on minerals planning matters and participate in the operation of the North East Aggregates Working Party and participate in meetings of the North East Minerals and Waste Planning Policy Officers Group.

**Waste**

**Issue:** Management of waste streams across the sub-region.

**Outcome:** We work collaboratively with neighbouring authorities on waste matters. The North East authorities participate in North East Minerals and Waste Planning Policy Officers Group meetings to discuss a range of strategic, cross boundary issues relating to the management of waste, and has jointly commissioned evidence on waste to support existing and emerging local plans. However, given our existing South Tyne and Wear Waste Management Partnership (STWWMP) with Gateshead Council and Sunderland City Council, it is agreed that there are no strategic cross boundary issues relating to waste.

**Working Together in the Future:** It is agreed that we will continue to work with the other North East authorities on waste planning matters and participate in the North East Minerals and Waste Planning Policy Officers Group.

**Evidence**

- Local Aggregates Assessment (2018)
### APPENDIX 3 JOINT WORKING WITH “PRESCRIBED BODIES” AND OTHER RELEVANT BODIES

#### CIVIL AVIATION AUTHORITY / NEWCASTLE INTERNATIONAL AIRPORT

**Joint Working**

We have engaged with Newcastle International Airport via telecon and email.

**Key Issue(s) and Outcome(s)**

We recognise the role of Newcastle International Airport (NIA) as a key gateway into the Region and is a stakeholder in the Airport.

We have worked with NIA to prepare Policy IN8 (Airport and Aircraft Safety) which recognises that the Borough falls within the defined Newcastle International Aerodrome Safeguarding Area and that proposals should be designed accordingly.

**Working Together in the Future:** We will continue to work with the Environment Agency as the Local Plan advances.

**Statement of Common Ground**

A Statement of Common Ground is to be prepared.

#### THE ENVIRONMENT AGENCY

**Joint Working**

The Environment Agency has been consulted at every stage of this Plan’s production to date.

The Environment Agency has directly advised on a range of supporting evidence base studies, including the SA/SEA Scoping Report, Infrastructure Delivery Plan, Strategic Flood Risk Assessment and the Level 2 Strategic Flood Risk Assessment, Flood and Coastal Management Strategy, Shoreline Management Plan 2 and the Strategic Housing Land Availability Assessment.

Liaison meetings with the Environment Agency are held monthly and include representation from Northumbrian Water and neighbouring authorities.

The Tyne and Wear Strategic Flood Risk Management Partnership meets on a quarterly basis to ensure close partnership working to address all aspects of flood and coastal risk management. Regular updates on the emerging Local Plan are provided at the quarterly meetings, as well as the ability to input to policy formulation.

In addition, we are a member of the Northumbria Regional Flood and Coastal Committee which is lead by the Environment Agency and attended by councillors from across the Region to make
decisions on flood and coastal risk management.

**Key Issue(s) and Outcome(s)**

As the Lead Local Flood Authority, we and our partners have put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks and sets out the roles and responsibilities of the flood risk management partners.

Following advice from the Environment Agency, some 5 sites to date have been the subject of a Level 2 SFRA. These were shared with the Environment Agency for comment before being finalised. As a result, this helped to inform the development allocations at Policies H3, ED2 and ED3 in addition to any specific flood risk considerations that would need to be addressed associated with sites coming forward.

We can demonstrate positive outcomes through our joint working with the Environment Agency and others. Examples include: the River Don Catchment Study is a perfect example of organisations working together to maximise benefits for all partners. This project assessed the flood risk along the River Don whilst also considering water quality, biodiversity, ecology, morphology and climate change. The partners included Local Authorities, Environment Agency, Northumbrian Water, Durham Wildlife Trust and the Tyne Rivers Trust all of which had slightly different but complimentary objectives. The project involved a catchment based approach to resolving issues and mitigating development pressure by combining and sharing knowledge, resources and skillsets and integrating and aligning multiple funding opportunities to maximising benefits.

The Monkton Flood Alleviation Scheme is a £3 million scheme which has better protected 150 homes from surface water flooding. This is an integrated flood alleviation scheme, looking at flooding from surface water and ordinary watercourses in Hebburn, South Tyneside. It has also provided water quality and ecological improvements along with community benefits. Works were completed in August 2019 and delivery partners included the Environment Agency, Tyne Rivers Trust, Balfour Beatty and Royal Haskoning DHV.

It has been agreed that the Statement of Commonality for the Howdon Sewage Treatment Works could benefit from a refresh and we will work in partnership with NWL to manage and deliver appropriate projects to provide additional capacity/ headroom and incorporate appropriate management policies into Local Plans. This approach has informed the collective package of policies within this draft of the Plan relating: to Flood Risk and Water Management (Policy NE8); Water Quality (Policy NE9); and Coastal Change (Policy NE10). To date, this has and continues to inform a comparable strategic approach for those plans in Newcastle, North Tyneside, Northumberland and Gateshead.

**Working Together in the Future:** We will continue to work with the Environment Agency as the Local Plan advances.

**Statement of Common Ground**

A Statement of Common Ground is to be prepared covering Howdon Sewage Treatment Works, and the Local Plan as a whole in partnership with the Environment Agency and Northumbrian Water.
### HIGHWAYS AUTHORITY (SOUTH TYNESIDE COUNCIL)

#### Joint Working

At a regional level, the Highways Authority is represented at the monthly North East Joint Transport Committee (NEJTC) meetings. At an officer level, regional transport matters are discussed at the North East Heads of Transport meeting which again meets monthly basis.

Regular internal meetings have been undertaken with highways colleagues in their capacity as the Highway Authority as both the Plan and the relevant evidence has been prepared.

#### Key Issue(s) and Outcome(s)

Specifically, Officers have been actively engaged in the writing of policies within the Plan (including Policies IN6 and IN7) as well as providing direct advice on specific transportation considerations associated with proposed development sites at Policies H3, ED2 and ED3.

Highway Officers have provided key support in the preparation of the IDP and have project managed the commissioning and completion of the highway modelling which has and will be an integral part of the evidence base to the Plan.

**Working Together in the Future:** We will continue to work with the Highways Authority in the completion of the necessary traffic modelling in order to inform any necessary mitigation requirements within the Publication Draft Local Plan.

#### Statement of Common Ground

To be explored.

### HIGHWAYS ENGLAND

#### Joint Working

Highways England has been consulted at every stage of this Plan’s production to date.

In addition to the sub-regional work undertaken with Highways England though the North East Joint Strategic Transport Committee, we hold regular liaison meetings with HE in respect of their interests on the trunk road network within the Borough, both as part of the Development Management and Local Plan processes.

#### Key Issue(s) and Outcome(s)

Highways England need to undertake detailed modelling work understand the potential impacts of the Plan on the Strategic Road Network (which will inform both the Plan and the IDP). We have liaised closely with them regarding those data requirements. In 2016, we provided HE with a copy Strategic Land Review which detailed all potential future housing and employment sites. This
produced a series of high level outputs based on this modelling work. For this Plan, three levels of modelling are being undertaken: trips on the strategic road network (being delivered by Highways England) and trips inside the Borough (being delivered by South Tyneside Council). We have coordinated the preparation of the first two models with Highways England which have been designed using the same modelling assumptions. Whilst these models have yet to report their final outcomes, early headline results have indicated a number of routes and junctions would be affected. This has informed the initial mitigation identified in Policies IN7 and H3 which ranges from major junction improvements to smaller scale junction optimisation and Intelligent Transport Solutions.

We have also engaged with Highways England in the preparation of our live Infrastructure Delivery Plan and we continue to support Highways England in its continued investment in the strategic road network through its National Road Investment Strategy which include the junction capacity improvements at Testos, Downhill Lane and Whitemare Pool.

**Working Together in the Future:** We will continue to work with Highways England in the completion of the necessary traffic modelling in order to inform any necessary mitigation requirements within the Publication Draft Local Plan.

### Statement of Common Ground

A Statement of Common Ground is to be prepared.

### HISTORIC ENGLAND

#### Joint Working

Historic England has been consulted at every stage of this Plan’s production to date and has directly been involved in the SA/SEA Scoping Report and SA Report.

Outwith this cycle, further dialogue has been maintained via email with our Historic Environment Officer.

#### Key Issue(s) and Outcome(s)

Historic England has directly advised on the SA/SEA Scoping Report and their observations have been included within the final document.

In 2018, we actively engaged with Historic England to agree the methodology to prepare the Heritage Impact Appraisal Report for the Plan’s development sites. We have shared the findings of this draft report with Heritage England. This report has informed those development sites to be carried forward at Policies H3, ED2 and ED3 in addition to any specific considerations that would need to be addressed associated with sites coming forward.

**Working Together in the Future:** We will continue to work with Historic England as the Local Plan advances.

### Statement of Common Ground
Statement of Common Ground to be prepared.

<table>
<thead>
<tr>
<th>HOMES ENGLAND</th>
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<tbody>
<tr>
<td><strong>Joint Working</strong></td>
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<tr>
<td>Homes England has been consulted at every stage of this Plan’s production to date. We have a long history of work with it (and the Homes and Communities Agency under its former name) through regular liaison meetings.</td>
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<tr>
<td><strong>Key Issue(s) and Outcome(s)</strong></td>
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<tr>
<td>Homes England is providing direct support with regards to South Shields Riverside and Town Centre in South Shields in respect of Accelerated Construction Funding for new homes.</td>
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<td><em>Working together in future: We will continue to work with Homes England as the Plan advances.</em></td>
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<tr>
<td><strong>Statement of Common Ground</strong></td>
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<td>The potential to be explored.</td>
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<tr>
<th>TYNE AND WEAR PASSENGER TRANSPORT AUTHORITY (NEXUS)</th>
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<tr>
<td><strong>Joint Working</strong></td>
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<tr>
<td>Nexus has been consulted at every stage of this Plan’s production to date. At a regional level, the Council is represented at the North East Joint Transport Committee (NEJTC), who meets monthly to discuss transport issues that require strategic decision taking within the North East. The North East Combined Authority is accountable for the NEJTC. The committee was established on 2 November 2018 and will continue to meet going forwards. At an officer level, regional transport matters are discussed at the North East Heads of Transport meeting which meets on a monthly basis.</td>
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<td><strong>Key Issue(s) and Outcome(s)</strong></td>
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<tr>
<td>We have supported Nexus in the preparation of the NECA Metro and Local Rail Strategy at Policy IN7, the Plan proposes to identify and safeguard for the future extension and enhancement of the Metro system including track duelling, the potential for new stations and the safeguarding of land for rail connections at Boldon East Curve, the Pelaw Fly-over and Pelaw Chord. At a wider scale, policy IN6 specifically includes criterion to support the provision of public transport and require development to contribute towards the delivery of infrastructure where it is necessary.</td>
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<td><strong>Working Together in the Future:</strong></td>
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<td><strong>Statement of Common Ground</strong></td>
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<td><strong>THE MARINE MARITIME ORGANISATION (MMO)</strong></td>
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<td><strong>Joint Working</strong></td>
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<td><strong>Key Issue(s) and Outcome(s)</strong></td>
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<td><strong>Working Together in the Future:</strong></td>
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<td><strong>Statement of Common Ground</strong></td>
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<tr>
<td><strong>NATURAL ENGLAND</strong></td>
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<td><strong>Joint Working</strong></td>
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Ahead of the preparation of our Plan, in order to determine ‘live’ proposals for residential development, a Habitat Regulation Assessment was prepared with the full involvement of Natural England. This went on to inform our “Interim Supplementary Planning Document 23 - Mitigation Strategy for European Sites” (April 2018). This sets in place a series of developer funded mitigation solutions to similarly minimise recreational disturbance to the important bird populations. A new HRA has subsequently been prepared to inform this Local Plan and the selection of our development sites which includes an updated Mitigation Strategy which have both been prepared with the full engagement of Natural England.

Collectively, this continuous engagement has been used to inform the selection of our development sites, the wording of Policy NE2 and will inform the mitigation strategy update to ensure there is a consistency in approach between the relevant authorities.

**Working Together in the Future:** We will continue to work with Natural England as the Local Plan advances.

**Statement of Common Ground**

Statement of Common Ground to be prepared.

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**OFFICE FOR RAIL AND ROAD**

**Joint Working**

The Office for Rail and Road (ORR) is the independent economic and safety regulator for Britain’s railways and monitors performance and efficiency of the Strategic Road Network. We consulted the ORR at every stage of the Plan’s production to date, however have not received any representations.

**Key Issue(s) and Outcome(s)**

Whilst no responses have been received, it is worth noting that this Plan seeks to improve and enhance rail infrastructure within the Borough, including the safeguarding of the Leamside Line for future potential use and supporting improvements to the Metro network including the potential for new stations where deliverable.

**Working Together in the Future:** We will continue to invite the ORR to make representations to the Plan has it advances.

**Statement of Common Ground**

The potential to be explored.
### SOUTH TYNESIDE CLINICAL COMMISSIONING GROUP

**Joint Working**

We have engaged with the Clinical Commissioning Group in devising the Infrastructure Delivery Plan (IDP) in support of the Plan through workshops, emails and telecons.

**Key Issue(s) and Outcome(s)**

The purpose of this dialogue has been to help understand the existing and likely future needs as a result of the Plan’s proposals and wider demographic changes particularly regarding the impact on GP practices. The CCG has commenced on collecting the requisite information and shared with us its initial findings. This has fed into the IDP.

However, it is acknowledged that further work is required. As part of this, we are in investigating the potential to use an Application which is being developed by Durham University that allows us to provide more detailed information as to the future needs of Practices. This would require assembling and maintaining a wider range of data (and would need the cooperation of the respective Practices within the Borough).

**Working Together in the Future:** We are presently liaising with our Public Health team and the South Tyneside CCG as to their views regarding whether to initiate a collaborative project to use the App. If there is strong interest in initiating the project then he will facilitate a further meeting which will also involve the CCG and the Public Health team. As the IDP is a live document, we will continue to engage with the CCG to ensure the Plan reflects the health infrastructure requirements.

**Statement of Common Ground**

Statement of Common Ground to be prepared.

### APPENDIX 4 JOINT WORKING WITH OTHER RELEVANT BODIES

**NORTH EAST LOCAL ENTERPRISE PARTNERSHIP**

**Joint Working**

South Tyneside forms part of the North East LEP alongside the authorities of Durham, Gateshead, Newcastle, North Tyneside, Northumberland and Sunderland. We also sit on the LEP board alongside the other constituent authorities and help to feed into priorities set out within the Strategic Economic Plan.

**Key Issue(s) and Outcome(s)**

The LEP is instrumental in prioritising investment within the area and bidding for government
The LEP have also successfully bid for a number of Enterprise Zones across the LEP area. When preparing our Employment Land Review, we held a workshop with key local stakeholders including officers from the LEP attended to ensure that any cross boundary issues were could be identified an addressed.

**Working Together in the Future:** We will continue to work with the North East LEP to support the delivery of the Strategic Economic Plan.

### Statement of Common Ground

To be explored.

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**NORTHUMBRIAN WATER LTD**

**Joint Working**

NWL has been consulted at every stage of this Plan’s production to date.

NWL have had direct input into the evidence base studies such as the Infrastructure Delivery Plan, Strategic Flood Risk Assessment and the Level 2 Strategic Flood Risk Assessment, Flood and Coastal Management Strategy, Shoreline Management Plan 2 and the Strategic Housing Land Availability Assessment.

We have formal liaison meetings with NWL twice yearly in addition to our joint attendance to the Tyne and Wear Strategic Flood Risk Management Partnership which meets on a quarterly basis to ensure close partnership working to address all aspects of flood and coastal risk management. Regular updates on the emerging Local Plan are provided at the quarterly meetings, as well as the ability to input to policy formulation.

In addition, we are a member of the Northumbria Regional Flood and Coastal Committee which is lead by the Environment Agency and attended by councillors from across the Region to make decisions on flood and coastal risk management.

**Key Issue(s) and Outcome(s)**

NWL’s Howden Sewage Treatment Works (HSTW) treats waste water and surface water from the Local Authority areas of Newcastle, Gateshead, North Tyneside, South Tyneside and parts of South Northumberland. There are potential future capacity issues relating to these treatment works. A large part of the Howdon catchment is served by combined sewers and there is often no option but to accept both foul and surface water from development, leading to unnecessary treatment of surface water.

The five authorities serviced by HSTW met in December 2012 with NWL and the Environment Agency to discuss the identified capacity issues and the best approach to addressing the capacity shortfall over the plan periods of the emerging plans at that time. As part of this meeting it was identified that future surface water management within the catchment was vitally important. It was proposed at the meeting that a similar strategic policy for the five LPAs was *needed for surface water reduction and separation for new development.*
To ensure that there is the capacity to support growth, NWL and their strategic flood risk management partners will be investing in solutions (primarily identified from their Tyneside Sustainable Sewerage Study) to remove existing surface water from the public sewerage system to reduce the amount being processed at HSTW.

In 2012, NWL launched the HSTW and Tyneside Interceptor Asset Management Plan, a 25 year plan for the management of the network and treatment capacity in the Tyneside catchment and will facilitate a number of needs including identifying and prioritising the removal of surface water from the combined system, accommodating future growth for the Howdon catchment, long term management of HSTW and network assets and enabling robust business planning for future asset management plans.

NWL has developed a flow tracker to monitor the addition and reduction of flows which discharge to HSTW. Across the five local authorities, NWL have taken an extremely proactive approach to considering future dwelling requirements, assessing sites and their delivery timescales in order to plan for longer term capacity (through the SHLAA process). We have agreed to continue to work with NWL so that future requirements are addressed.

NWL has also delivered surface water separation schemes to create headroom capacity in the short term. As detailed within NWL’s Business Plan Living Water – our plan 2020-25 and beyond\(^4\) (p128), over 2020-2025, NWL will be working on an investment programme (£107 million), which will expand Howdon treatment works, increasing the capacity to accommodate future growth. NWL also has a range of drainage models which have assessed the local sewer network capacity of our SHLAA sites.

There is ongoing collaborative working and monitoring of the headroom at HSTW to ensure new development can be delivered across the catchment through the Tyneside Water Management Officer Working Group (comprising of NWL, the Environment Agency and the five local authorities). This meets annually to review the flows and headroom at HSTW. This Group monitors: net housing additions and projecting anticipated housing delivery across the five authorities; implementation of surface water reduction projects and implementation of surface water reduction and separation planning policies. This will inform NWL’s HSTW and Tyneside Interceptor Asset Management Plan and forthcoming Business Plans, and future updates of the respective Infrastructure Delivery Plans for each authority.

**Working Together in the Future:** The Statement of Commonality for the Howdon Sewage Treatment Works could benefit from a refresh. All 7 LPAs agreed to work in partnership with NWL to manage and deliver appropriate projects to provide additional capacity/ headroom and incorporate appropriate management policies into Local Plans. NWL has also recently commenced work on a long term ‘Drainage and Wastewater Management Plan’, and NWL supports the Integrated Drainage Partnership and Catchment Partnerships; which will rely upon further collaborative working with all 7 LPAs and other flood and water management stakeholders.

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**Statement of Common Ground**

Statement of Common Ground to be prepared.

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\(^4\) [https://www.nwl.co.uk/_assets/documents/NWG_PR19_Interactive_FINAL_RS.pdf](https://www.nwl.co.uk/_assets/documents/NWG_PR19_Interactive_FINAL_RS.pdf)
## Joint Working

Sport England has been consulted at every stage of this Plan’s production to date.

Specifically, Sport England is a member of the Playing Pitch Strategy Steering Group. Sport England coordinates our engagement with the National Governing Bodies (such as football, cricket, rugby and hockey). Through a number of meetings of the Steering Group and email correspondence, it has overseen the preparation and directly advised on the preparation of the Playing Pitch Strategy (2015) and its update in 2019.

## Key Issue(s) and Outcome(s)

Through their advice and support in the preparation of the Playing Pitch Strategies, it has helped us to understand the existing and likely future needs regarding playing pitches across the Borough.

Through this engagement, we have been able to assess the impact and potential mitigations required as a result of proposing a number of housing allocations on existing playing pitches through Policy H3. Sport England have advised that these proposals would need to comply with its playing field policy Exception E4 together with clear evidence regarding: the impact of the mitigation for the proposals would negate the loss of capacity at the lost sites; a programme for delivering the mitigation prior to the housing sites coming forward; support from the relevant National Governing Bodies affected by the proposals; and when the allocations could be brought forward for development.

**Working Together in the Future:** We will continue to work with Sport England and the National Governing Bodies to prepare and agree the necessary evidence and mitigation required to support the delivery of the relevant housing sites list under Policy H3 together with required mitigation.

## Statement of Common Ground

To be pursued.
Dear Neil

**South Tyneside Local Plan**

Thank you for your recent letter received on 23 July 2018.

As you are aware, as part of the preparation of its Core Strategy and Development Plan, Sunderland City Council has identified the need to review its own Green Belt boundaries in order to support the anticipated levels of housing and economic growth within the city over the plan period to 2033.

Consequently, Sunderland City Council would not be in a position to accommodate further growth from South Tyneside Council, without the need to develop further within the Green Belt. As the Core Strategy and Development Plan has now reached Publication Draft stage (Regulation 19), the Council would not be able to accommodate any additional growth from South Tyneside at this time.

Kind Regards

Yours faithfully

Louise Sloan
Strategic Plans and Housing Manager
Neil Cole
Operations Manager – Spatial Planning
Development Services
Economic Regeneration
South Tyneside Council, Town Hall and Civic Offices
South Shields, NE33 2RL

8 January 2019

Dear Neil,

RE: South Tyneside Local Plan

I write in response to your letter received on 7 December 2018, enquiring about the ability of Gateshead Council to accommodate a portion of the housing and employment land needs identified within South Tyneside Council’s emerging Local Plan.

As you are aware, Gateshead Council is in the later stages of preparing its site allocations and development management policies document: Making Spaces for Growing Places (MSGP). Important components of the evidence supporting MSGP are up-to-date assessments of the supply of land that can be developed for housing or employment uses over the plan period.

Gateshead’s 2018 Strategic Housing Land Availability Assessment identifies an apparent ‘surplus’ supply of housing land, equivalent to 1,746 dwellings that could be developed over the plan period. In the context of Gateshead’s Local Plan housing requirement, this ‘surplus’ supply is relatively modest. The Council considers it provides an appropriate degree of flexibility in the supply of housing land capable of supporting delivery of housing to meet adopted housing targets.

It should also be noted that despite evidence of a strong supply of housing sites in Gateshead in quantitative terms, recent net housing completions in Gateshead have been significantly below the targets established in our adopted Local Plan. There are several factors influencing housing delivery in Gateshead, and the Council is working towards addressing the shortfall in delivery.

With regard to the supply of employment land in Gateshead, our 2018 Employment Land Review identifies a modest ‘surplus’ of employment land, amounting to 7.8ha of
net developable employment land, when considered against a minimum requirement of 70ha. This ‘surplus’ is considered necessary to provide flexibility in the supply of employment land capable of responding to changing market conditions over the plan period. It should also be considered in the context of the reduction to the extent of allocated employment areas in Gateshead proposed through MSGP.

Given these considerations, it would be inappropriate for Gateshead Council to commit to accommodating some of the housing or employment land requirements identified within the emerging South Tyneside Local Plan.

Yours faithfully,

Anneliese Hutchinson

Development, Transport and Public Protection
Communities and Environment
Gateshead Council