



South Tyneside Council

South Tyneside Submission Draft Local Plan 2023 - 2040

Statement of Common Ground

Between

**South Tyneside Council and Gateshead Metropolitan
Borough Council**

March 2025

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1. Introduction

Parties to this Statement of Common Ground ('SoCG')

1.1 This SoCG is submitted on behalf of:

- South Tyneside Council
- Gateshead Metropolitan Borough Council

Purpose

1.2 The purpose of this SoCG is to set out the confirmed agreements and any disagreements between South Tyneside Council and Gateshead Metropolitan Borough Council in relation to the emerging South Tyneside Local Plan.

Scope

1.3 This SoCG provides the following:

- Issues raised by Gateshead Metropolitan Borough Council in its representations on the Plan.
- The matters on which there is agreement between the parties.
- The matters on which there is disagreement between the parties

2. Local Plan consultation responses

Response by Gateshead Metropolitan Borough Council to the Regulation 18 consultation

2.1 Issues raised by Gateshead Council included the following

Section	Comments summary	Council Response
General comment	Gateshead Council welcome the opportunity to comment on South Tyneside's draft Local Plan and opportunities to be consulted on the South Tyneside's Green Infrastructure Strategy and continuing to work together under the Duty to Cooperate.	South Tyneside welcomes opportunities to continue to work with Gateshead Council on the emerging Local Plan through the Duty to Co-operate.
Chapter 3	Unsure about Chapter 3. Strategic Objective 3, proposals to allocate Green Belt for economic development should be well evidenced and should not prejudice development of employment land within Gateshead. Strategic Objective 12 is welcomed but would like to see more detailed assessments of the impact of proposals on the local highway network, particularly on junctions at Heworth and Whitemare Pool	Comments regarding the Strategic Objectives are noted. Policy SP26: Delivering sustainable transport, supports the delivery of active travel and public transport. STC Transport and Spatial Planning Officers have also met with Nexus to discuss the delivery of sustainable transport to serve the proposed Fellgate Sustainable Growth Area (see the Duty to Cooperate Statement for details). Transport Modelling has included an assessment of the impact of

	and on routes into Gateshead and what efforts are being made to encourage active travel.	the proposed Fellgate Sustainable Growth Area, in conjunction with other traffic arising from other Local Plan allocations, on the strategic road network including Whitemare Pool.
Policy SP6: Fellgate Sustainable Growth Area	Unsure Policy SP6. Consideration should be given to the integrated water management of the River Don catchment. Potential for further collaborative working to identify nature-based solutions to manage the cumulative impact of new development within the catchment in terms of: sustainable drainage systems, flood management, improving water quality, enhancing biodiversity and improving the watercourse environment.	South Tyneside Council, Gateshead Council, the Environment Agency, Northumbrian Water, and the Tyne River Trusts will continue working collaboratively on the River Don Catchment Vision.
Policy SP14: Employment Land for General Economic Development	There may be other planning issues relating to the proposed site allocation of Wardley Colliery in relation to the Green Belt, Transport, and Ecology.	The proposed site allocations have been considered through the Site Selection Topic Paper, Employment Land Technical Paper, Green Belt papers and the Sustainability Appraisal and are considered to be suitable and sustainable.
Policy 1: Supporting healthy communities	Agrees with Policy 1	Support for Policy 1 welcomed.
Policy 24: Safeguarding land at CEMEX Jarrow Aggregates Wharf	Agrees with Policy 24. Safeguarding land at CEMEX Jarrow Aggregates Wharf & Jarrow Aggregates Wharf is supported. The site is of strategic importance in supplying river sand and gravel to the wider area.	Support for Policy 24 welcomed.
Policy SP26: New Development	Agrees with Policy SP26. Support and note the assessment of the potential impact of development should extend to neighbouring authorities where appropriate.	Support for Policy SP26 welcomed. This policy is now Policy SP26: Delivering sustainable transport and includes criteria 3ii which protects the integrity of strategic cross-boundary cycling and walking routes.
Policy 53: Active and Sustainable Travel	Agrees with Policy 53. The Council would seek to be involved in discussions around the proposed new Metro station at Mill Lane, outlined on the Policy, particularly	Support for the policy welcomed. Parts of the policy have been assimilated into Policy SP26: Delivering sustainable transport and some parts have been

	related to access to the station from adjacent residential areas in Gateshead.	assimilated into Policy 52 Safeguarding Land for Metro and Rail development. Some parts of the policy have not been carried forward in Policy SP26 as they are not relevant to the determination of planning applications. The STC Transport Officers are committed to engaging with Gateshead Council regarding the proposed new Metro Station at Mill Lane.
Policy 54: Improving Capacity on the Road Network	Agrees with Policy 54. Gateshead Council will seek to act as a Partner to South Tyneside, consistent with Policy 54. A particular focus for Gateshead will be the Whitemare Pool Junction (A194M / A194 / A184).	Support for Policy 54 welcomed. South Tyneside Council welcomes the commitment of Gateshead Council to collaborative working regarding transport impacts.

Response by Gateshead Metropolitan Borough Council to the Regulation 19 consultation

2.2 Issues raised by Gateshead Council included the following:

Policy	Criteria	Comment Summary	Council Response
Strategic Objectives 1 and 14	n/a	Support for Strategic Objectives 1 and 14.	Support for Strategic Objectives 1 and 14 welcomed.
Policy SP3: Spatial strategy for Sustainable Development	n/a	Proposals to remove land from the Green Belt should not prejudice future employment land development in Gateshead.	The proposed site allocations have been considered through the Site Selection Topic Paper, Employment Land Technical Paper, Green Belt papers and the Sustainability Appraisal and are considered to be suitable and sustainable.
Policy SP8: Fellgate Sustainable Growth Area	n/a	Mitigation/compensation that address the impacts of the proposed allocation on biodiversity and ecological connectivity should be required.	The Fellgate Sustainable Growth Area SPD will require development to avoid and mitigate the impact of the development on biodiversity, wildlife corridors and ecological designations and where possible enhance through ecological mitigation, compensation and biodiversity net gain delivery in accordance with Local Plan policies 33, 34, 35 and 36.

		Consideration should be given to the integrated water management of the River Don catchment.	South Tyneside Council, Gateshead Council, the Environment Agency, Northumbrian Water, and the Tyne River Trusts will continue working collaboratively on the River Don Catchment Vision.
	5iii	Part 5iii should give greater emphasis in respect of hierarchy, with priority being given to pedestrians and cycle movements. Greater commitment should be given to enhancing access to existing local facilities and services, and incorporating convenient bus, pedestrian, and cycle routes: suggest removing 'where appropriate' in both cases.	<p>There will be instances where it is not feasible to enhance access to existing local facilities and services. Therefore, "where appropriate" is retained for Part 5(a).</p> <p>Delete "where appropriate" for Part 5(b). This supports the sustainability drive and can bring forward the respective sustainable investment in strategic cycling interventions / public transport provisions.</p>
	5v	Part 5v should refer to Gateshead's network, with clarification given that significant impact on neighbouring authorities local network shall be cost effectively mitigated to an acceptable degree.	Part 5v refers to "the wider strategic road network". STC does not consider it necessary to specifically reference Gateshead in this text. However, to strengthen the principle of mitigating cross-boundary impacts, STC proposes the following modifications to Policy 59: Delivering Infrastructure detailed below.
Policy 59: Delivering Infrastructure	1 st paragraph of the policy	n/a	Add the following as the final sentence in the 1 st paragraph "This will include the mitigation of cross-boundary impacts, where relevant".
	New paragraph in the supporting text.	n/a	Add the following new paragraph to the supporting text "Some developments will have cross-boundary impacts and it is important that these are mitigated, subject to them being robustly evidenced".
Policy 35: Delivering Biodiversity Net Gain	n/a	Support for Policy 35	Support for Policy 35 welcomed.

2.3 Gateshead Council have submitted the same comments to the following 3 policies:

- Policy SP14: Wardley Colliery
- Policy SP25: Infrastructure
- Policy SP26: Delivering sustainable transport

2.4 As Gateshead Council has objected to these policies on Duty to Cooperate grounds, this part of its representation is set out in full below, along with the response by South Tyneside Council.

Gateshead comments	Council Response
<p>We note the development proposals included within the plan – particularly the housing, including the Fellgate Sustainable Growth Area (separate comments have been provided on the relevant SPD), and employment proposals within the A185, A194, A184 and A19 corridors – particularly the policy for allocation at Wardley Colliery (SP14).</p> <p>In particular relation to Wardley Colliery as a standalone proposal, officers have seen some figures relating to potential traffic generation. However, it is assumed, the figures have been based on a generic B2/B8 use extracted from TRICS, and experience with the likes of IAMP and Amazon at Follingsby would suggest the reality could be very different from this generic approach. There will be a need to fully understand network and development peaks, although appreciate this level of detail will only become available at planning application stage, which it is agreed will be subject to full, more detailed assessment.</p>	<p>As stated, our assessment has utilised generic B2/B8 trip rates extracted from TRICS database. We consider this to be entirely appropriate for a Local Plan assessment given that we do not know what specific development will come forward on the site. We acknowledge that a development may come forward that uses a bespoke operating pattern, but as outlined in the NPPF (Para 117) and within Policy SP26 of the Publication draft Local Plan there is a requirement for individual applicants to undertake site specific assessments at the time of any planning application. We acknowledge the potential for development in this location to have cross-boundary impacts and will ensure that Gateshead Council and National Highways are fully consulted on any planning application at that stage.</p> <p>As part of the site specific work applicants will also be required to demonstrate how the development will maximise sustainable transport solutions for walking, wheeling, cycling, public transport and shared travel and will be required to produce a Travel Plan (Policy SP26). In addition, the land to the north of Follingsby Lane is safeguarded for a train/metro station in Policy 52.</p>
<p>Given this, the cumulative impact of the local plan (including Wardley Colliery) will be key to our considerations, together with the identification of mitigation at early stage. We would wish to see the outputs of any assessments of the potential impact of development proposals on the local highway network has been undertaken – particularly on junctions at Heworth and Whitemare Pool and on routes into Gateshead.</p>	<p>Systra has been commissioned to undertake assessments of South Tyneside Council's Local Plan aspirations on the local and strategic road network. The assessment considered the traffic impact and indicated the type, scale and nature of the highway improvements which are likely to be required to cater for this impact.</p> <p>The assessments were produced to inform the Council and National Highways, as well as</p>

We would also wish to see the outputs of assessment of the impacts of any proposed improvements at Whitemare Pool, which will undoubtedly result in increased traffic flows through the junction, with those flows arriving at the next downstream junction(s) (Leam Lane and Heworth), more quickly.

adjacent authorities, whose administrative area may be impacted by development traffic.

Two separate studies were undertaken, although the input data and initial stages i.e. trip generation, distribution and assignment methodologies were broadly the same; the outputs were tested within the AIMSUN Model for the assessment of the Strategic Road Network and through conventional junction models for the Local Road Network.

Both studies identified that the road network cannot accommodate the forecasted increase in traffic without interventions.

For the Strategic Road Network, a scheme was identified at the White Mare Pool junction which included the capacity improvements on the circulatory and junction approaches including a northbound lane gain arrangement from the Follingsby Lane junction. The assessment concluded that this needed to be implemented by 2030.

During the Reg.19 consultation stage, Gateshead Council has requested South Tyneside Council to provide additional data in terms of the Local Plan traffic flow forecast to enter and leave the Gateshead road network at the borough boundary. This includes with and without the White Mare Pool improvement scheme.

In response, South Tyneside Council commissioned SYSRA to undertake the South Tyneside Local Plan – Cross Boundary Traffic Flows Assessment (April 2024). The Assessment provided the Local Plan traffic flows at the three boundary locations between the South Tyneside and Gateshead networks, namely:

- New Road west of Follingsby Lane junction on the A194(M);
- A184 west of the White Mare pool A184/A194 junction; and
- The A185 west of Mill Lane

Gateshead Officers requested further clarification in terms of scale of flows and the pattern of traffic movements.

	<p>In response, South Tyneside Council commissioned SYSTRA to undertake the following additional assessment:</p> <ul style="list-style-type: none"> • Utilise the Graham tool to produce a matrix for each Middle Super Output Area (MSOA) in South Tyneside. • Provide a clean trip generation table that includes arrivals and departures by site and which MSOA area the development originates in. • Run the Saturn model to understand where traffic is assigned and the impacts resulting from it. <p>South Tyneside Council therefore considers that it has now fully complied with the request by Gateshead Council for additional traffic data.</p>
<p>In addition, we would like to discuss what efforts are being made to encourage active and public transport to/from these locations, in order to minimize car-born trips to these locations reducing that impact on the highway network and widening access to the opportunities provided. we would want clarity on the short, medium and long term strategy for delivery with an understanding of commitment to deliver improvements (or part thereof) prior to developments coming on line.</p>	<p>Supporting public transport and active travel opportunities is one of the key themes of the Plan. The Spatial Vision for the Plan includes that by 2040, South Tyneside will be a place ‘... that has an integrated transport network and physical and digital infrastructure that supports a prosperous economy. New investment in this infrastructure provides genuine transport choices to help communities, employees and tourists make more journeys by public transport, walking and cycling’.</p> <p>Strategic Objective 14 is ‘To ensure the development of a safe, sustainable transport network across the borough and beyond that prioritises public transport, cycling and walking, bridleways and the infrastructure for ultra-low emission vehicle charging, thereby improving local air quality and reducing local traffic congestion and the need to travel by private vehicle’.</p> <p>The need to embed sustainable travel options into the development allocations and in particular, given its strategic scale, the Fellgate Sustainable Growth Area has been recognised from the outset. The need to drive trip reduction by the private car has been strongly emphasised in liaison meetings between the council and National Highways and has also been discussed with Nexus.</p>

	<p>Point 5iii of Policy SP8: Fellgate Sustainable Growth Area which require that development shall 'embed sustainable and active travel options and reduce the dominance of car traffic and improve permeability by ...' reflects this.</p> <p>Also, evidence of the strength of the council's commitment to this objective is the Large Greenbelt Release - Sustainable Accessibility Review (June 2021). The purpose of this report was to provide a review of the current accessibility of an area of land located south of the existing residential area of Fellgate, west of the A19, north of the A184 and east of the A194.</p> <p>The requirements of Policy SP26: Delivering sustainable transport, also makes clear the strength of the Plan's commitment to supporting sustainable and active travel.</p> <p>The council has also published a Local Cycling and Walking Infrastructure Plan (2021). The plan proposes infrastructure improvements in the short, medium and long term that will increase cycling and walking around the Borough.</p> <p>The key transport infrastructure schemes identified in the IDP that relate to cross boundary implications with Gateshead would include the following: -</p> <p>Public Transport</p> <ul style="list-style-type: none"> • Supporting the reinstatement of the Leamside Line, including Washington Loop and potential metro station at Follingsby Lane. • Mill Lane new Metro Station. • Provision of new / frequent bus services, where considered appropriate. • Potential Bus Services into IAMP <p>Active Travel</p> <ul style="list-style-type: none"> • NCN 14 Update – Looking to bring forward £3.5m in City Regional Sustainable Transport Funding to improve active travel connectivity
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	<p>between Gateshead and South Tyneside.</p> <ul style="list-style-type: none"> • A194 Cycling Improvements – drafted scheme (no funding prioritised) which will look at the need for active travel improvements between Lindisfarne and White Mare Pool junctions. • A184 Cycling Improvements – drafted scheme (no funding prioritised) which will look at the need for active travel improvements between Testo’s and White Mare Pool junctions. <p>Junction Improvements</p> <ul style="list-style-type: none"> • A194 White Mare Pool / Mill Lane Corridor Improvements. • A194 / Mill Lane Roundabout Improvements. • A194(M)/A194/A184(T) White Mare Pool Junction enhancement/realignment. • A185 Victoria Road West/B1306 Mill Lane junction improvements, Hebburn. <p>The delivery schedule in the Infrastructure Delivery Schedule includes projected timeframes for the delivery of the measures based on when they are anticipated to be needed and when funding is likely to be secured. In addition, we have agreed to co-produce a sustainable travel mitigation strategy for the Gateshead – South Tyneside A184 traffic corridor that will focus on a joint-approach to encouraging modal shift.</p>
Bringing these strands together, we would suggest that the provisions of Policy SP26 should extend into neighbouring authorities.	The provisions of Policy SP26 cannot extend into neighbouring authorities. The spatial remit of the South Tyneside Local Plan is limited to the borough of South Tyneside. However, as stated above, the Council is proposing to modify Policy 59: Delivering Infrastructure so that it specifically references cross-boundary impacts.
The Council would seek to be involved in discussions around the proposed new Metro stations at Mill Lane and Wardley Colliery - particularly related to access to the stations from adjacent residential areas and employment sites in Gateshead.	The council has commissioned feasibility study for the proposed new Metro Station at Mill Lane. The study states: “While the scheme is exclusively in the boundary of South Tyneside, its proximity to Gateshead will mean that there will likely be an impact on the neighbouring local authority. As a result, it is important that a collaborative approach is adopted between the

	two local authorities. Furthermore, given Nexus operate the Metro system which the new station will form part of, they will be integral to any decisions to take the scheme forward”.
The Council will seek to act as a Partner to South Tyneside, as outlined in the text supporting Policy SP25, to deliver a holistic approach to improving travel in the area (i.e. maximising active and public transport as well as seeking increased capacity). A particular focus for Gateshead will be the Whitemare Pool Junction (A194M / A194 / A184).	As stated above, we have agreed to co-produce a sustainable travel mitigation strategy for the Gateshead – South Tyneside A184 traffic corridor that will focus on a joint-approach to encouraging modal shift.

3. Areas of agreement

Housing Requirement

- 3.1 Agreed – Gateshead Council is supportive of the use of the “Standard Method” to determine the housing requirement for the borough.
- 3.2 Agreed – Gateshead Council is not able to assist South Tyneside Council to meet its housing requirement.

Economic Needs

- 3.3 Agreed – Gateshead Council is not able to assist South Tyneside Council to meet its economic needs.

Proposed modifications to the draft South Tyneside Local Plan in response to comments from Gateshead Council

Policy 59: Delivering infrastructure

- Add the following as the final sentence in the 1st paragraph (proposed new text italicised) *“This will include the mitigation of cross-boundary impacts, where relevant”*.
- Add the following new paragraph to the supporting text *“Some developments will have cross-boundary impacts and it is important that these are mitigated, subject to them being robustly evidenced”*.

Joint mitigation strategy

- 3.4 Agreed – South Tyneside Council and Gateshead Council will co-produce a sustainable travel mitigation strategy for the Gateshead – South Tyneside A184 traffic corridor that will focus on a joint-approach to encouraging modal shift.

Traffic data

- 3.5 Agreed – that South Tyneside Council has fully complied with the request by Gateshead Council for additional traffic data, whilst an additional analysis of impacts was commissioned by Gateshead Council.

Infrastructure Delivery Plan (IDP)

Infrastructure Delivery Plan report

- 3.6 Agreed – that the reference will be made in the South Tyneside IDP to the need to mitigate cross-boundary impacts, where this is robustly evidenced.

Demand Management

- 3.7 In December 2022, the Department for Transport [DfT] published its policy paper: “Strategic road network and the delivery of sustainable development” [DfT Circular 01/2022]. The document outlines the principles of sustainable development in relation to the SRN including ‘New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable’ (Para 12). Sustainable in this context refers to both active travel opportunities such as walking and cycling and also to public transport opportunities. It is agreed that these principles will be integral to the implementation of the Local Plan, particularly the Fellgate Sustainable Growth Area, given its proximity to the SRN and to the boundary with the borough of Gateshead.

Fellgate Sustainable Growth Area Supplementary Planning Document

- 3.8 It is agreed that reference to DfT Circular 01/2022 will be considered as part of the preparation of the Fellgate Sustainable Growth Area Supplementary Planning Document.

4. Area of Disagreement

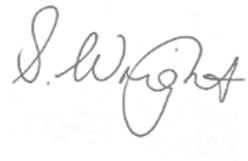
- 4.1 Gateshead Council has confirmed in an email on 20th November 2024 that it wishes to withdraw its objections as set out above and will not be attending the examination. This is on the basis of the proposed modifications and in light of additional evidence commissioned on the impacts on the wider transport network, including in Gateshead, which has concluded that the increase in traffic flows at key junctions is predicted to be modest, although also acknowledging that due to existing demand increased delays and congestion will occur across the wider network, making the need for cross boundary mitigation likely, which is considered to be suitably covered by the proposed modifications set out in section 3 above, with the impacts reviewed through individual planning submissions. On this basis there are no remaining areas of disagreement.

5. Conclusion

- 5.1 It agreed by all parties to engage cooperatively to ensure that the cross-boundary impacts of the Local Plan are fully considered.

6. Signatories

Signed on behalf of South Tyneside Council
Stuart Wright, Director of Place Strategy

A handwritten signature in black ink, appearing to read 'S. Wright', with a stylized, cursive script.

Signed on behalf of Gateshead Council
Neil Wilkinson – Interim Service Director for Climate Change, Compliance, Planning and Transport

A handwritten signature in blue ink, appearing to read 'N. Wilkinson', with a stylized, cursive script.