



**South Tyneside Council**

**South Tyneside Submission Draft Local Plan 2023 - 2040**

**Statement of Common Ground**

**Between**

**South Tyneside Council and Sunderland City 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
- Sunderland City Council

### Purpose

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

### Scope

1.3 This SoCG provides the following:

- Issues raised by Sunderland City 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 Sunderland City Council to the Regulation 18 consultation

2.1 Issues raised by Sunderland City Council included the following: -

Section	Comment Summary	Council Response
Policy SP2: Strategy for Sustainable Development to meet identified needs	Agree Policy SP2. SCC notes that the housing requirement has been calculated using the 'Standard Method' as set out in the Government's Planning Practice Guidance, which is supported.	Support for SP2 and use of the Government's Standard Method welcomed.
Policy SP5: Urban and Village Sustainable Growth Areas (GA7: Land to North of Town End Farm)	Unsure of Policy SP5 in relation to GA7. Sunderland City Council (SCC) has noted the proposed allocation of 400 homes on Green Belt land north of Town End Farm in South Tyneside. While SCC does not necessarily object to residential development in this location, it believes that the scale should be appropriate to respect the Green Belt separation and openness of the area. The council also notes that the proposals may have an impact on social and highway infrastructure in Sunderland, and is requesting appropriate developer contributions to facilitate any necessary improvements. SCC is also requesting to be consulted as a neighbouring authority for transport scoping and assessment	As part of the Duty to Cooperate, the Council has had ongoing discussions with Sunderland City Council regarding Land to North of Town End Farm.

	studies as part of any future planning applications.	
Policy SP19: Strategic Economic Development	SCC is generally supportive of the Plan's commitment to deliver 18.3 hectares of employment land and 18.3 hectares for specialist Port related development. SCC also supports and welcomes the Plan's commitment to the delivery of the IAMP which brings together both local authorities in partnership. It is appropriate therefore to see that the IAMP features within Policy SP19: Strategic Economic Development. SCC will continue to work closely with South Tyneside Council in supporting the delivery of the IAMP.	Commitment to continued partnership working in the delivery of the IAMP welcomed.
Policy 53: Accessible and Sustainable Travel	Agrees with Policy 53. Will help to create increased connectivity between South Tyneside and Sunderland and SCC looks forward to engaging with South Tyneside Council and other stakeholders in the future to help secure these initiatives.	Support for the re-opening of the Leamside Line welcomed.

## Response by Sunderland City Council to the Regulation 19 consultation

2.2 Issues raised by Sunderland City Council included the following: -

Section	Comments Summary	Council Response
Policy SP2: Strategy for Sustainable Development to meet identified needs	As part of proposed 'Policy SP2' it is noted that a housing target of 5,253 net homes is set out over the emerging plan period, equating to an annual requirement of 309 homes. SCC notes that the housing requirement has been calculated using the 'Standard Method' as set out in the Government's Planning Practice Guidance, which is supported (Support for the policy)	Support for the policy welcomed
Policy SP7: Urban and Village Sustainable Growth Areas (GA3: Land to North of Town End Farm)	SCC notes the proposed Urban and Village Sustainable Growth Area allocation for 400 homes on land to the north of Town End Farm (site GA3) which is currently designated as Green Belt. It is noted that this would represent one of the largest allocations in the emerging Plan and, given its	<p>The points raised are the subject of an ongoing dialogue between STC and SCC Officers.</p> <p>A STC/SCC liaison meeting was held on 3.8.2023 which included discussion of the following items:</p>

	<p>location on the edge of the urban area of Sunderland, it would effectively represent an urban extension to the Sunderland Urban Area.</p> <p>Due to the scale of the development, this would significantly reduce the width of the Green Belt between West Boldon and Town End Farm by more than 40%.</p> <p>Whilst SCC does not necessarily object to the principle of a residential development in this location, it is considered that it should be of an appropriate scale which respects the Green Belt separation and openness of this area.</p> <p>We note that the South Tyneside Green Belt Review, which has been prepared as part of the evidence base, indicates that the proposals would have a moderate impact which can be mitigated. Given the scale of the development and its location adjacent to the urban area of Sunderland, it is likely that the proposals would have an impact on social and highway infrastructure within the city. It should therefore be ensured that appropriate developer contributions are provided to facilitate the delivery of any infrastructure improvements in Sunderland required as a result of the proposed development. The inclusion of specific reference within the policy to the requirement to give consideration of the need to contribute to mitigating the impacts upon Sunderland is welcomed, however it is considered that this should be strengthened to require any necessary contributions to be secured as part of the planning application process rather than</p>	<ul style="list-style-type: none"> <li>• The impact on highway junctions;</li> <li>• How school admissions and developer contributions for education are considered for sites that are close to local authority boundaries.</li> </ul> <p>A further liaison meeting was held on 11.10.2023 which focused specifically on education provision.</p> <p>South Tyneside Council looks forward to this positive dialogue under the Duty to Cooperate continuing. This will include further discussions to ensure that appropriate mechanisms are put in place so that any funds payable for the delivery of improved infrastructure within Sunderland are available to SCC to deliver the necessary improvements.</p> <p>Amend 'Consider the need to contribute to mitigating impacts on the neighbouring authority of Sunderland' to 'Ensuring that the impacts on the neighbouring authority of Sunderland are mitigated' (also see proposed change to Policy 59: Delivering Infrastructure, and the proposed addition to its supporting text).</p> <p>In the event of a planning application to develop Land to the north of Town End Farm), SCC will be notified and any request that SCC are consulted as a neighbouring authority as part of any transport scoping and assessment studies will be positively considered.</p> <p>The next update of the delivery schedule that accompanies the IDP main report, will include a column stating whether the transport schemes that are identified are cross-boundary.</p>
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	<p>simply given consideration. Further discussions will be required between the two authorities to ensure that appropriate mechanisms are put in place so that any funds payable for the delivery of improved infrastructure within Sunderland are available to SCC to deliver the necessary improvements. It is also requested that SCC are consulted as a neighbouring authority as part of any transport scoping and assessment studies should the development come forward as a planning application. SCC would welcome further discussions on this matter and for any necessary infrastructure to be included as a policy requirement and be set out within the Infrastructure Delivery Plan (IDP). It is noted that the IDP, as currently drafted, does not specifically include reference to any potential mitigation within Sunderland.</p>	
Policy SP19: Strategic Economic Development	<p>SCC also supports and welcomes the Plan's commitment to the delivery of the IAMP. It is encouraging therefore to see that the IAMP features within Policy SP19: Strategic Economic Development. SCC will continue to work closely with South Tyneside Council in supporting the delivery of the IAMP (Support for the policy)</p>	Support for the policy welcomed
Policy 52: Safeguarding Land for Metro and Rail Development	<p>SCC welcomes support for the re-opening of the Leamside Line, as well as safeguarding a railway alignment between South Shields and Sunderland through enhancements to the Boldon East curve which are set out in Policy 52: Safeguarding Land for Metro and Rail Development. These will help to create increased connectivity between South Tyneside and Sunderland and SCC look forward to engaging with</p>	Support for the policy welcomed

	South Tyneside Council and other stakeholders in the future to help secure these initiatives (Support for the policy)	
Policy 59: Delivering Infrastructure	n/a	<p>Add the following as the final sentence in the 1st paragraph “This will include the mitigation of cross-boundary impacts, where relevant”.</p> <p>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”.</p>

### 3. Areas of agreement

#### Duty to Cooperate

- 3.1 Agreed - Effective and ongoing duty to cooperate engagement has taken place between the parties throughout the preparation of the draft South Tyneside Local Plan and will continue during its implementation.

#### International Advanced Manufacturing Park

- 3.2 In November 2017, South Tyneside Council and Sunderland City Council both adopted the International Advanced Manufacturing Park Area Plan (IAMP AAP). The AAP is a cross-boundary development plan which allocates land for the development of a regional-scale employment park specifically for the Principal Uses of production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors.
- 3.3 The IAMP has been informed by its own bespoke evidence base which considers the specific needs for the development of the Principal Uses only, which is complementary to the wider general employment needs being met through each authorities respective Local Plans.
- 3.4 Given the strategic nature of the IAMP, its cross-boundary location within two local planning authorities and the restrictions on types of employment uses permissible on the site (the Principal Uses), it is considered appropriate that the IAMP continues to form part of its own separate development plan.
- 3.5 With regard to the supply of general employment land within the South Tyneside Local Plan, consideration has been given to the interrelationship between the IAMP and the supply/demand for employment space within the borough to ensure that there is no double-counting, with economic growth associated with the Principal Uses expected to take place within the IAMP and the remaining economic growth associated with other sectors expected to be accommodated within the portfolio of employment sites to be allocated through the South Tyneside Local Plan. This approach is consistent with that adopted by Sunderland City Council within their adopted Core Strategy and Development Plan, which was accepted by the Planning Inspector at the time.



- 3.6 In July 2024, South Tyneside Council and Sunderland City Council published a new Regulation 18 draft of the AAP, which seeks to ensure that the Plan is aligned to the designation of parts of the site as part of a new North East Investment Zone (NEIZ). The revised Plan proposes to amend the definition for Principal Uses to ensure consistency with the key sectors which the IZ is designated to support (by expanding the definition to include green industries and clean energy sectors), however the proposal to limit development to the Principal Uses will continue to apply. Therefore, the clear distinction between this site and the general employment areas would continue to remain in place. The IAMP AAP is expected to progress to a Regulation 19 consultation and submission later in 2025.

### Housing Requirement

- 3.7 Agreed - Sunderland City Council is supportive of the use of the “Standard Method”<sup>1</sup> to determine the housing requirement for the borough.
- 3.8 Agreed - Sunderland City Council is not able to assist South Tyneside Council to meet its housing requirement at this time.

### Land to the North of Town End Farm

- 3.9 There will be further liaison discussions to ensure that appropriate mechanisms are put in place so that any funds payable for the delivery of improved infrastructure within Sunderland are available to SCC to deliver the necessary improvements.
- 3.10 In the event of a planning application, SCC will be notified and any request that SCC are consulted as a neighbouring authority as part of any transport scoping and assessment studies will be positively considered.

### Proposed modifications to the draft South Tyneside Local Plan in response to comments from Sunderland City Council

#### *Policy SP7: Urban and Village Sustainable Growth Areas (GA3: Land to North of Town End Farm)*

- Amend the wording for SP7 (GA3 – key considerations) iii as follows (text with strikethrough is proposed to be deleted):
- ~~Consider the need to contribute to mitigating the impacts on the neighbouring authority of Sunderland.~~ “Ensuring that the impacts on the neighbouring authority of Sunderland are mitigated”.

#### *Policy 59: Delivering infrastructure<sup>2</sup>*

- Add the following as the final sentence in the 1<sup>st</sup> 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*”.

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<sup>1</sup> The Standard Method referred to is that which was effective as the time the South Tyneside Regulation 19 Draft Local Plan was published for consultation (January 2024).

<sup>2</sup> This proposed modification also responds to comments from Gateshead Metropolitan Borough Council

## 4. Area of Disagreement

- 4.1 There are no known areas of disagreement between South Tyneside Council and Sunderland City Council

## 5. Conclusion

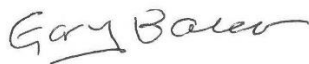
- 5.1 It agreed by all parties to engage cooperatively to ensure that the cross-boundary impacts of the Local Plan are fully considered.

## 6. Signatories

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

A handwritten signature in dark ink, appearing to read 'S. Wright', written over a faint, light-colored rectangular stamp.

Signed on behalf of Sunderland City Council  
Gary Baker, Strategic and Sustainable Plans Manager

A handwritten signature in dark ink, appearing to read 'Gary Baker', written over a faint, light-colored rectangular stamp.