

Duty to Cooperate Statement 2022



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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 May 2022. 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 *e.g.* 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.

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 and has been carried forward with the latest (July 2021) iteration of the NPPF. 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
- The Coal Authority
- Northumbrian Water Ltd.

NATIONAL PLANNING POLICY FRAMEWORK

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.*

WHAT DOES THE DUTY TO COOPERATE MEAN IN PRACTICE?

2.8 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.

2.9 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.

2.10 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.

2.11 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*".

2.12 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*".

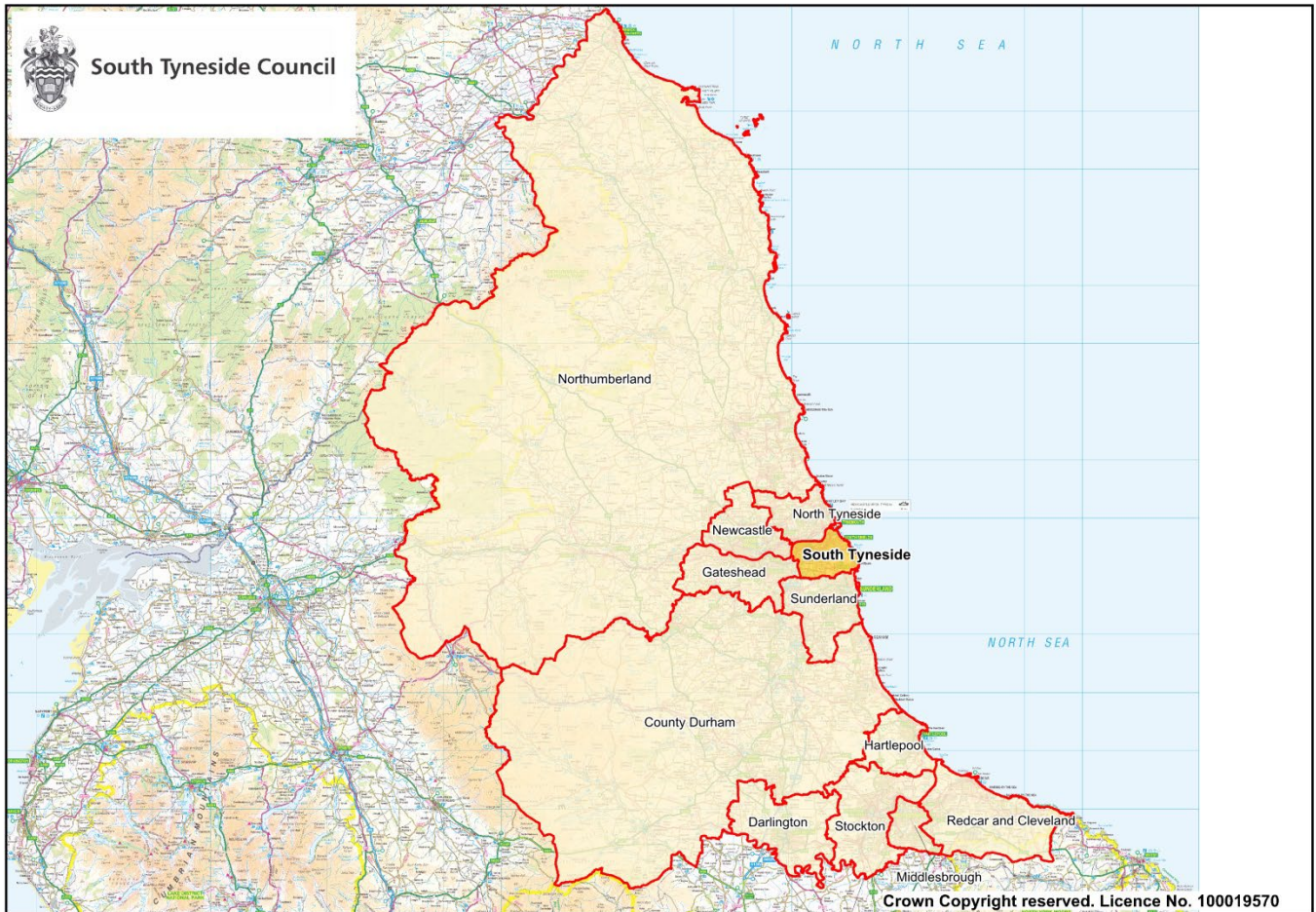
2.13 Given that the Duty is both a legal and a soundness test, authorities are required to submit details at Local Plan examination of how they have complied with the Duty. Failure to demonstrate compliance means the submitted plan will have failed in its legal duty – leaving the only recourse of withdrawing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

	Area (km ²)	Population	Workplace Jobs
County Durham	2,232	523,700	194,000
Gateshead	144	202,400	103,000
Newcastle Upon Tyne	115	295,800	196,000
Northumberland	85	204,500	90,000
North Tyneside	5,078	319,000	124,000
South Tyneside	67	149,600	48,000
Sunderland	139	277,200	128,000
Total	7,862	1,972,200	884,000

3.3 The LEP area covers some 7,900km, 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: 019 Reference ID: 61-019-20190315) 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.

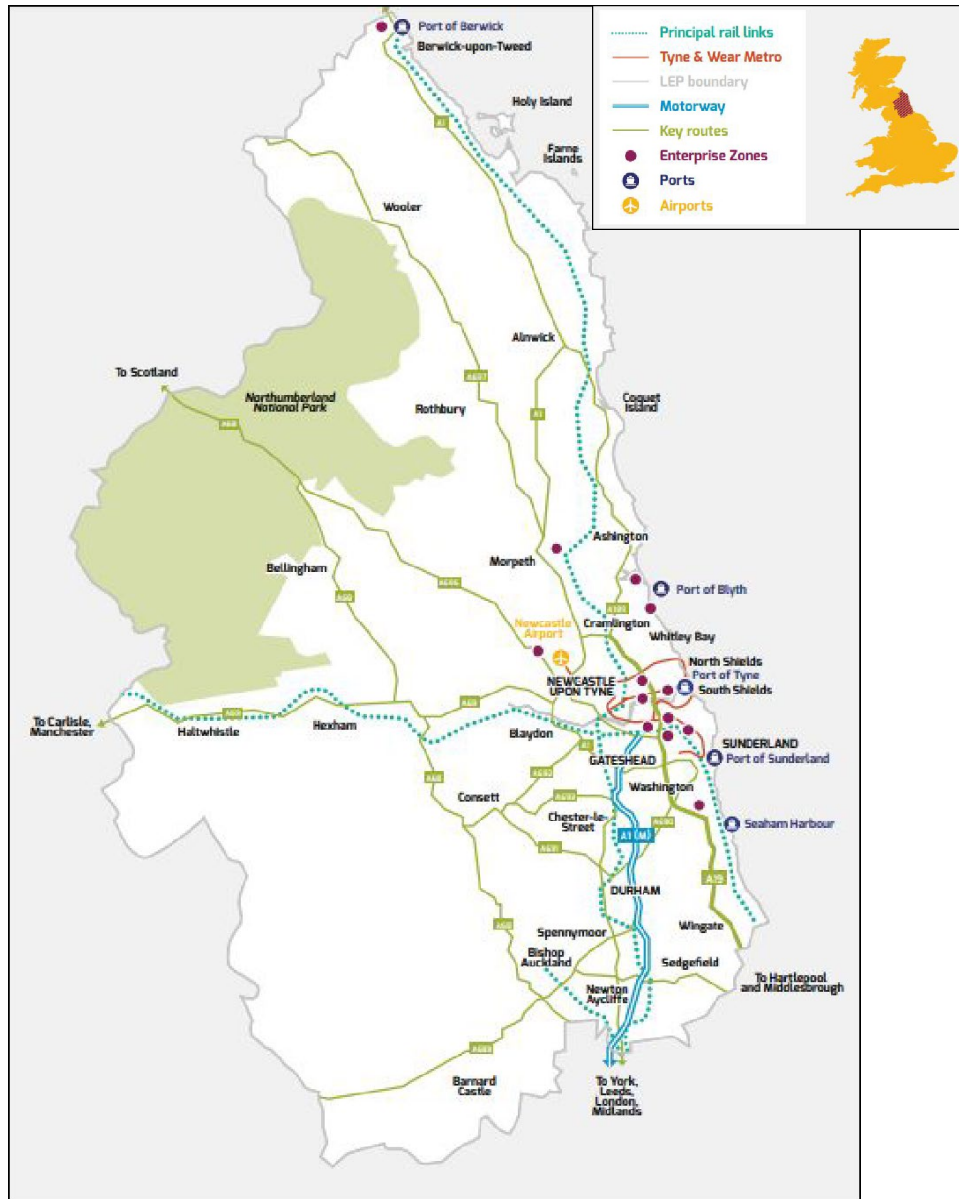
3.6 In 2014 the North East LEP published a Strategic Economic Plan that seeks to deliver 100,000 more and better jobs by 2024. The adopted and emerging Local Plans of the seven north east local authorities aim to support the SEP's objectives and set out ambitious plans for growth.

TRANSPORT

3.7 The North East 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 Transport Plan is the first comprehensive Transport Plan for the region adopted in October 2021, brings together the seven local authorities in North East England: Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland. This Plan sets out the region's transport priorities up to 2035. If successfully delivered, the projects and policies in the Plan will help to protect our environment by providing attractive carbon-neutral sustainable transport for people across the region. Our plans will also significantly fuel regional economic growth which will help to boost job creation. It will move us to a green, healthy, dynamic and thriving North East. The Plan is centred on connecting people to good employment opportunities, generating economic growth, while enabling the region and its people to move to healthier and greener more sustainable ways of travel.

Figure 2: North East LEP Area Transport Links



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. Going forwards there will be cross boundary working on common Local Nature Recovery Strategies (LNRS). It is anticipated that South Tyneside, Sunderland and Gateshead will form one LNRS area, County Durham another and Northumberland, Newcastle and North Tyneside also forming a cross-boundary LNRS area, although this has still to be confirmed.

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.

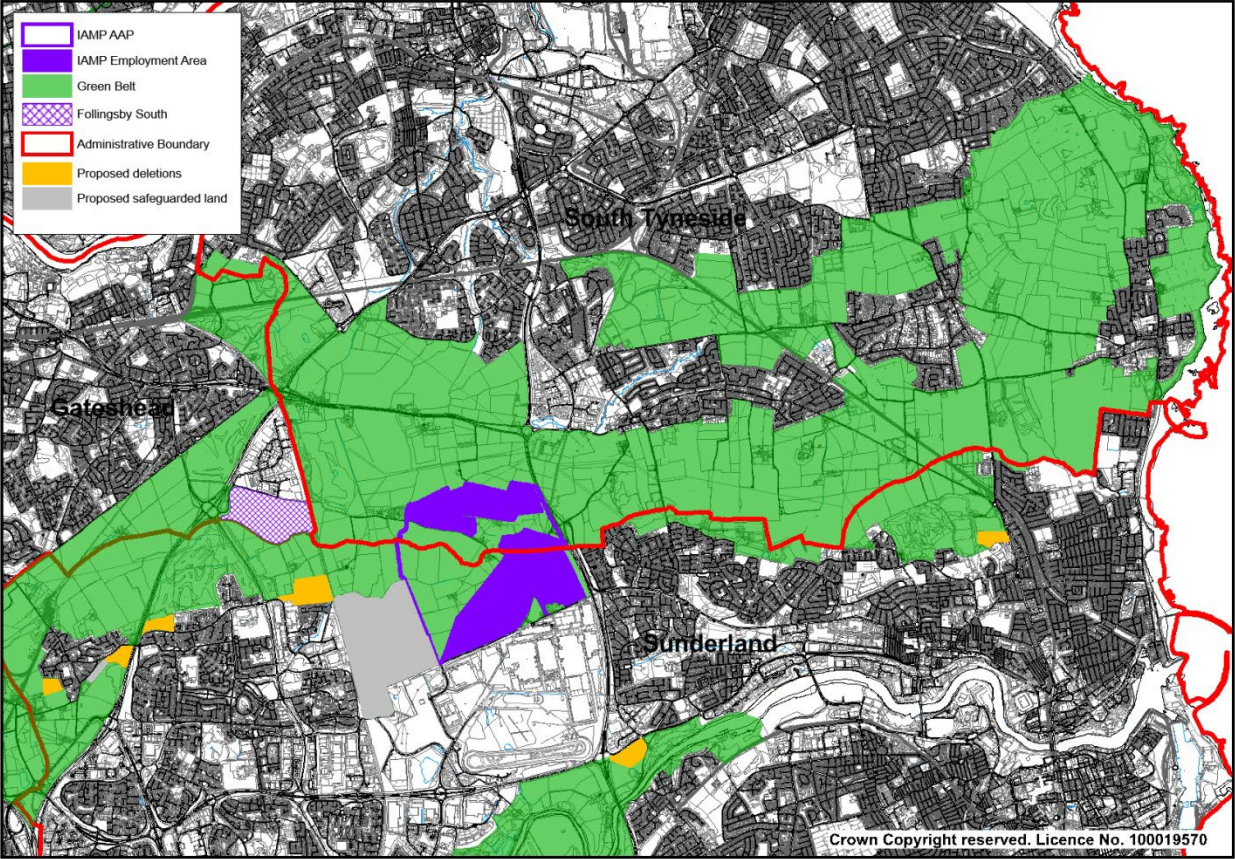
Table 2: Area of Tyne and Wear Green Belt by Authority

	Area (Ha)	Percentage of Authority area designated as Green Belt.
County Durham	8,730	4
Gateshead	8,540	60
Newcastle Upon Tyne	3,980	35
Northumberland	1,660	9
North Tyneside	1,650	20
South Tyneside	2,420	35

Sunderland	3,400	25
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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.

Figure 3: The Tyne and Wear Green Belt



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 borders 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.

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 The South Tyneside Strategic Housing Market Assessment (2021) 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 South Tyneside sits between the two major regional centres; as such there is a very high level of out-commuting in the Borough. According to the Annual Population Survey there were 62,000 employed residents in 2020/21 but only 31,00 people working in South Tyneside workplaces, which implies a net outflow of 31,000 commuters a day. This also explains why South Tyneside has one of the lowest job densities in the country (0.52 jobs for every working age resident). The 2011 Census shows the main destinations of commuters were Newcastle and Sunderland (8,700 and 6,500 commuters respectively).

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 through a Development Consent Order. There is currently a major 'live' (to be determined application) for IAMP TWO for the erection of industrial units (up to 168,000sqm) (Gross Internal Area) for light industrial, general industrial and storage and distribution uses. The 110 ha Ecological and Landscape Mitigation Area (ELMA) has been delivered through collaborative working. 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 (*ie* 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 green infrastructure 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 pre-dates 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.

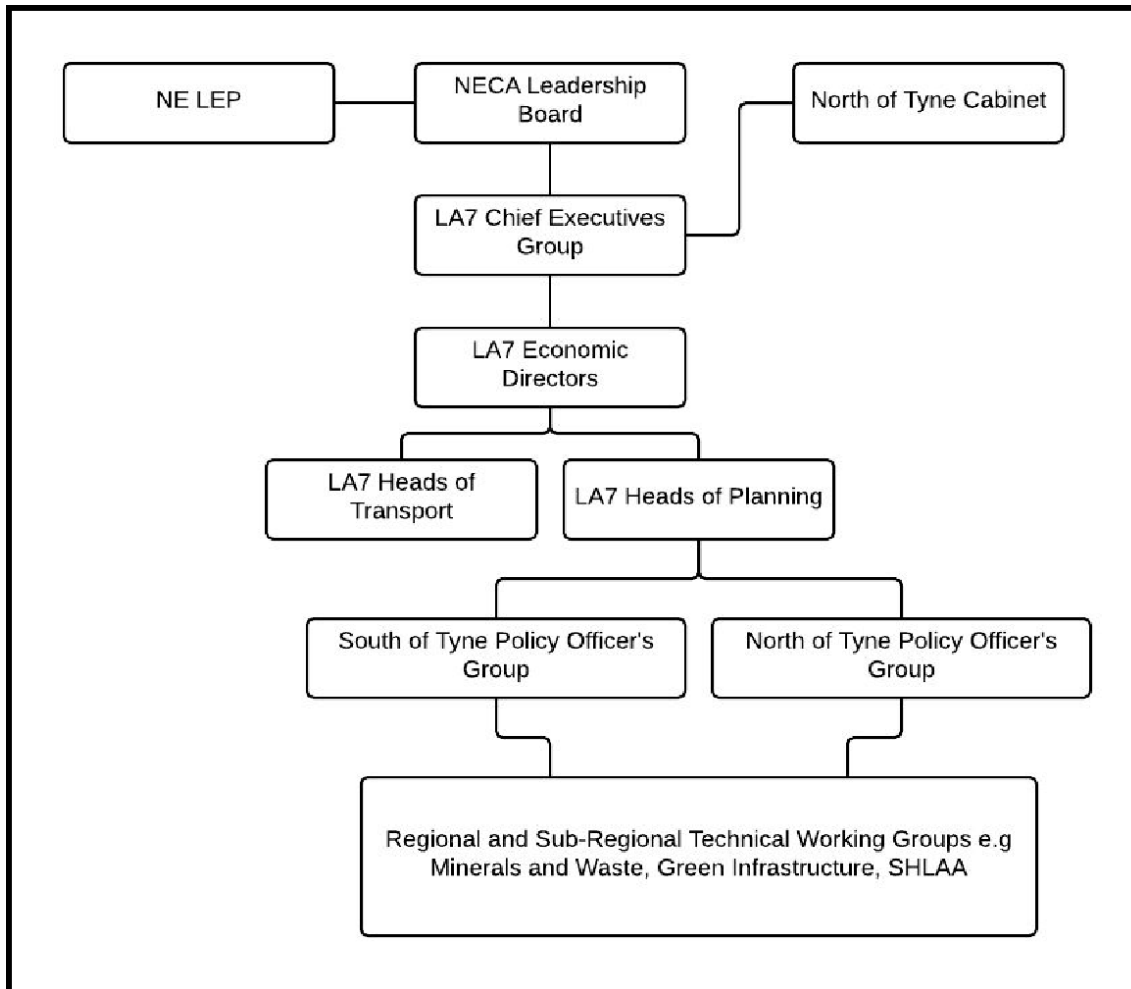
Figure 4: Regional Governance Bodies with the NE LEP Area

<p>Seven Local Authorities (LA7)</p>	<p>Newcastle City Council Northumberland County Council North Tyneside Council</p>	<p>Durham County Council Gateshead Council South Tyneside Council Sunderland City Council</p>
<p>Two Combined Authorities</p>	<p>North of Tyne Mayoral Combined Authority Newcastle City Council Northumberland County Council North Tyneside Council</p>	<p>North East Combined Authority Durham County Council Gateshead Council South Tyneside Council Sunderland City Council</p>
<p>One Transport Committee</p>	<p>North East Joint Transport Committee</p>	
<p>One Local Enterprise Partnership</p>		

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

5.10 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

5.11 The North East Heads of Planning Group comprises the Heads of Planning from the LA7 group of north east authorities and also the Heads of Planning of the Tees 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.

5.12 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.

5.13 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.

SOUTH OF TYNE POLICY OFFICER’S GROUP

5.14 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

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

5.16 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 bi-lateral working arrangements through which this we cooperate on strategic matters with North Tyneside.

WIDER THEMATIC COOPERATION

5.17 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

5.18 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.

5.19 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.

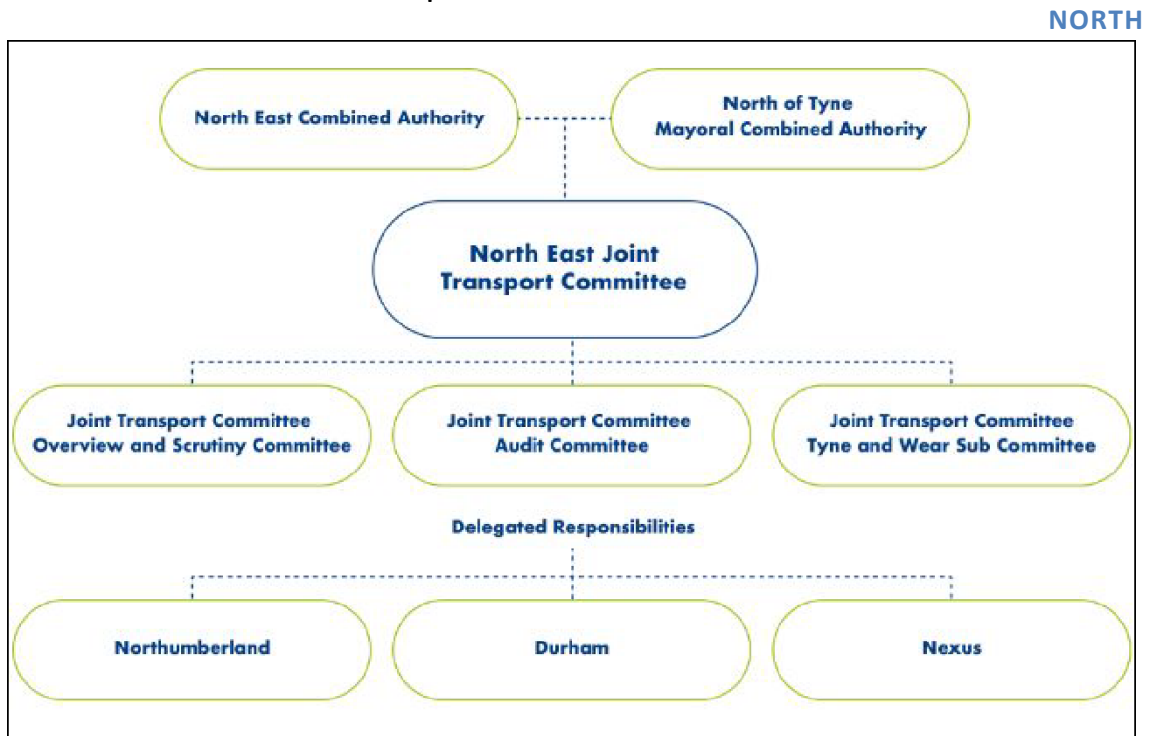
5.20 The group has supported joint working on the evidence-base relating to waste arisings, capacity and cross boundary movements which has led to the production of the following evidence base studies: 'Model of Waste Arisings and Waste Management Capacity (July 2012)', 'Production and disposal of low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

NORTH EAST JOINT TRANSPORT COMMITTEE

5.21 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.

5.22 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



EAST AGGREGATES WORKING PARTY

5.23 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.

5.24 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

5.25 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.

5.26 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.

5.27 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

5.28 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.

5.29 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.

HOW THE DUTY TO COOPERATE HAS INFLUENCED THIS PLAN

5.30 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;

5.31 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 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 be specific cross boundary affects and thereby informing the policy choices to address those matters collectively.

5.32 As Table 3 shows, each authority is at different stages of plan preparation.

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

	Local Plan Document	Status
Durham County Council	County Durham Plan	Adopted in 2020.
Gateshead Council	Gateshead and Newcastle Core Strategy and Urban Core Plan	Adopted March 2015.
	Making Spaces and Growing Places	Adopted February 2021.
Newcastle City Council	Gateshead and Newcastle Core Strategy and Urban Core Plan	Adopted March 2015.
	Development and Allocations Plan	Adopted June 2020.
Northumberland County Council	Northumberland Local Plan	Adopted March 2022
	Core Strategy and Development Plan	Adopted January 2020.

Sunderland City Council	Allocations and Designations Plan	Consulted on draft Plan between December 2020 and February 2021.
	International Advanced Manufacturing Park Area Action Plan	Adopted November 2017.

IDENTIFYING AND MEETING HOUSING NEEDS

5.33 Paragraph 65 of the NPPF (2021) requires that: ‘strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. Although the most recent iteration of the NPPF does not reference SHMAs it clearly does therefore continue to require an understanding of housing requirements that is broader than the individual local authority level. 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 2018 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 2021 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.

5.34 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. This approach has been carried forward with the February 2019 and July 2021 iterations of the NPPF.

5.35 It should be noted that through Policy SP19: Housing Supply and Delivery, 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 6,625 homes (net) over the Plan period (equitable to 368 dwellings per annum).

5.36 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 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 South Tyneside's unmet needs.

5.37 The Stage One Green Belt Review: Exceptional Circumstances has been updated (2022). As part of the continuing process of plan preparation, we sought to confirm with each of the above authorities as to whether this is still the case in January 2021. Each authority formally confirmed that it is still the case.

5.38 In May 2022 we requested that each authority formally confirm that it is still not in a position to meet any of our housing needs and also asked each authority to state whether it is in a position to meet any of our economic development 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 SP3: Spatial Strategy for sustainable development therefore provides the strategic direction to make Green Belt deletions within the Borough.

5.39 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 emerges and development plans are progressed.

5.40 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

5.41 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, 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.

5.42 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.

5.43 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 (E1, 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.

5.44 Whilst we fall within the area covered by the LEP, our Employment Land Review (2019) concluded that our we fall within the Functional Economic Area of Newcastle, Durham' and Sunderland (given we are a net exporter 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.

5.45 The approach used in our ELR also considered the potential cross-boundary implications of neighbouring authorities' plans for economic growth, including the large scale 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.

5.46 As detailed above, the Stage One Green Belt Review: Exceptional Circumstances (2022) confirmed that we would not be able to meet our employment land requirements over the Plan period. 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 Policy SP15: Wardley Colliery 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

5.47 We will continue to work effectively with our neighbouring Local Highway Authorities, Nexus and National Highways 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.

5.48 As detailed within our Infrastructure Delivery Plan (2022), we continue to support National Highways in its continued investment in the strategic road network through its National Road Investment Strategy which include the junction capacity improvements at Testos and Downhill Lane.

5.49 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 National Highways) and trips inside the Borough (being delivered by South Tyneside Council). We have coordinated the preparation of the first two models with National Highways 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 Policy 54: Improving capacity on the road network 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.

5.50 The assessment of traffic impacts by Systra has taken the plans of neighbouring authorities into account. 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.

5.51 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.

5.52 As detailed within Policy 53: Accessible and Sustainable Travel, 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

5.53 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.

5.54 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 Monitoring Report. This joint working has helped to inform Policy 58 with regards to the safeguarding and extraction of minerals resources.

5.55 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 56 and 57 that would regulate any potential proposals for new or affecting existing waste facilities.

WATER INFRASTRUCTURE, FLOODING AND SURFACE WATER MANAGEMENT

5.56 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).

5.57 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.

5.58 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.

5.59 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 (2022) modelled existing and future flood risk and assessed all sites and we have gone onto undertake sequential testing. This has helped to inform the Plan's choice of development sites without exacerbating flood issues on site or elsewhere.

5.60 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 7); Flood Risk Assessment and Drainage Strategy (Policy 8), Sustainable Drainage Systems (Policy 9), Disposal of Foul Water (Policy 10), Protecting Water Quality (Policy 11); and Coastal Change (Policy 12). 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

5.61 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.

5.62 **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. In 2021 South Tyneside, Sunderland and Gateshead Council’s jointly commissioned a review of our wildlife corridor network to establish a common criteria-based network spanning the three authorities.

5.63 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 SP23 and 37 and confirmed those Green Infrastructure designations shown on the Policies Map.

5.64 **International Sites** – The Northumbria Coast Special Protection Area (SPA)/Ramsar site and the Durham Coast Special Area of Conservation (SAC) extend from the Scottish Borders 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 33 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 mitigation strategies are delivered efficiently and collaboratively.

5.65 **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 12 regarding coastal change and allows for an agreed cross boundary approach to the management of coastal erosion.

5.66 The Council has also been engaged with the Marine Management Organisation (MMO) to address concept of Seascapes within the Local Plan. A meeting of MMO and Council officers and ongoing dialogue has informed the supporting text of a number of Local Plan policies.

6. ONGOING COOPERATION AND JOINT WORKING

6.1 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.

6.2 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 its 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.

6.3 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.

7. CONCLUSIONS

7.1 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.

7.2 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.

7.3 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.

7.4 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.

7.5 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.

7.6 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.

7.7 As set out at Section 1, our Plan is at a relatively early stage prior to its adoption. As such, this Position Statement will remain ‘live’ and will be updated as the Plan advances. However, it 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.

Appendix 1: Schedule of meetings

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
03/05/2022	Meeting (Online)	Inception meeting of Steering Group for South Tyneside Playing Pitch Strategy.	Carolyn Wilkinson (Tetra-Tech), Neil Allan (Tetra-Tech), Chris Hutchinson (Durham FA), Paul Ashton (Football Foundation), Matt Coglean (Rugby Football Union), Max Pridmore (Rugby Football Union), Dave McGuire (Sport England), Deborah Lamb (South Tyneside Council), Charles Higgins (South Tyneside Council), Lee McGuigan (South Tyneside Council), Allan Maving (South Tyneside Council), Neil Govett (South Tyneside Council)	Inception meeting to discuss the scope and tasks to be undertaken as part of the new Playing Pitch Strategy for South Tyneside.	Steering Group agreed timescales and offered support to consultants to undertake Playing Pitch Strategy.	To continue to co-operate to support the Strategy.
12/4/2022	Local Plan update with National Highways (Teams meeting)	To discuss the Local Plan and the modelling work being undertaken by Systra	James Finch, (Systra), Paul Dixon, Sunny Ali (National Highways), Trevor Male, Louise Sloan, Matt Clifford (STC)	The IAMP Area Action Plan will be out of date in November. LS requested a catch up with National Highways during the consultation to discuss any changes that National Highways	LS to facilitate discussion with Sunderland Planning Policy Team regarding the future of the AAP. LS to organise a meeting with National	Agreed to continue monthly dialogue

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
				<p>may request to the Local Plan.</p> <p>LS stated that National Highways & Systra will be requested to review the transport section of the Infrastructure Delivery Plan before publication.</p>	<p>Highways during the consultation period.</p> <p>MC to send IDP transport section to National Highways & Systra for review prior to publication.</p>	
10/3/2022	Local Plan update with National Highways (Teams meeting)	To discuss the Local Plan and the modelling work being undertaken by Systra.	James Finch, Andrew Tennant (Systra), Paul Dixon, Sunny Ali (National Highways), Trevor Male, Jonathan Barlow, Louise Sloan, Matt Clifford (STC)	Discussion regarding 'live' planning applications that have the potential to cumulatively impact on White Mare Pool.	LS to organise meeting with Heads of Planning & Transport for South Tyneside, Sunderland & Gateshead.	Agreed to continue monthly dialogue
10/2/2022	Local Plan update with National Highways (Teams meeting)	To discuss the Local Plan and the modelling work being undertaken by Systra.	James Finch (Systra), Paul Dixon, Sunny Ali (National Highways), Trevor Male, Christopher Elliot, Matt Clifford (STC)	Discussion regarding potential impacts at White Mare Pool junction.	Authority needs to finalise its position on allocations	Agreed to continue monthly dialogue
13/01/2022	Meeting (Online)	To discuss playing pitch mitigation approach to	Peter Mennell (South Tyneside Council), Louise Sloan (South Tyneside Council), Deborah Lamb (South Tyneside Council),	To discuss strategic approach to mitigating potential playing pitch	Agreed to continue discussions	Agreed to continue discussions

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
		support the Local Plan.	Dave McGuire (Sport England)	loss through the South Tyneside Local Plan.		
13/1/2022	Local Plan update with National Highways (Teams meeting)	To discuss the Local Plan and the modelling work being undertaken by Systra.	James Finch (Systra), Paul Dixon, Sunny Ali (National Highways), Louise Sloan, Trevor Male, Christopher Elliot, Matt Clifford (STC)	Discussion of potential impacts at White Mare Pool Interchange	To continue sub-regional working	Agreed to continue monthly dialogue
13/12/2021	Meeting (online)	Joint Biodiversity SPD Gateshead, Sunderland & South Tyneside	Clare Rawcliffe, Deborah Lamb & Louise Sloan (South Tyneside Council), Gary Baker & Cheryl Askell (Sunderland Council), Peter Shield, Michelle McGinn, Rebecca Winlo & Neil Wilkinson (Gateshead Council)	Sunderland have already consulted on a Biodiversity SPD scoping report. South Tyneside & Gateshead need to agree a scope through cabinet and then consult	RW to pull together a scoping report for use by Gateshead and Sunderland for Cabinet approval	RW to pull together a scoping report for use by Gateshead and Sunderland for Cabinet approval
30/11/2021	South Tyneside Planning and Lead Local Flood Authority Liaison Meeting with Northumbrian Water Ltd (Teams meeting)	To discuss issues in relation to planning applications and the emerging Local Plan	Katherine Dobson, Steve Wharton (NWL Ltd), Matt Clifford, Lea Nicholson (STC)	Capacity of sewage network	To continue with liaison meetings	There is existing capacity in the network for the draft development allocations based on initial desktop review

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
24/11/2021	South Tyneside Infrastructure Delivery Plan – Northumbrian Water Ltd	To discuss sewage capacity and the Infrastructure Delivery Plan (IDP)	Katherine Dobson, Steve Wharton (NWL Ltd), Matt Clifford, Rachel Cooper, Lea Nicholson (STC)	Discussion regarding sewage capacity and the draft development allocations	To continue to liaise with NWL Ltd regarding the IDP	There is existing capacity in the network for the draft development allocations based on initial desktop review
04/11/2021	Meeting (online)	To discuss the potential geography of Local Nature Recovery Strategies (LNRS) in the North East	Clare Rawcliffe & Laura Turvey (South Tyneside Council), Gary Baker (Sunderland Council), Peter Shield & Neil Wilkinson (Gateshead Council) Jackie Hunter (North Tyneside Council), Kelly Graham & Lynne Wright (Newcastle Council), Christine Venus, Stephanie Bird-Halton (Natural England) & Sam packer (DEFRA)	Discussion of the pros and cons of various options for LNRS areas	Agreed to continue discussions	Agreed to continue discussions
6/10/2021	South of Tyne Duty to Cooperate meeting (Teams meeting)	To discuss sub-regional planning policy issues	Mike Allum (Durham County Council) Neil Wilkinson (Gateshead Council)	Discussion regarding draft sub-regional housing delivery pro-forma and also regarding Local Nature Recovery Strategies.	MC to circulate housing delivery pro-forma.	Agreed to continue dialogue.

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
			Gary Baker (Sunderland City Council) Matt Clifford (STC)			
28/9/2021	Development Viability workshop (Teams meeting)	Development Viability workshop	Joanne Harding (HBF), Dominic Smith (Barratt Homes), Richard Newsome, Martyn Earle (Bellway Homes), Ian Prescott (Keep Moat Homes), David Robinson (Story Homes), James Hall (Barton Willmore), Vicky Brown (Home Group), Simon Haggie (Knight Frank), Tim Knight (Lambert Smith Hampton), Stuart Grimes (Persimmon Homes), Jane Turnbull (Gentoo Homes), Lea Smith (Karbon Homes), Ray Minto (Savills), James Reid (Miller Homes), Keith Stewart (Naylor-Gavin-Black), Matt Clifford (STC Planning Policy), Charles Higgins, Lea McGuigan (STC Asset Management),	DN presented the initial appraisal assumptions. This was an open forum debate, which allowed participants to raise questions / queries as DN progressed through the presentation. A wide range of viability issues / questions were raised.	A 'follow-up' questionnaire circulated to all identified stakeholders (including those who were unable to attend the workshop). This gave the opportunity for stakeholders to provide written representations and also submit supporting evidence to any views given.	The workshop discussion and the questionnaire responses helped to inform the Local Plan Viability Report.

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
			David Newham (CPS Viability)			
21/09/2021	Meeting (online)	To discuss options for grass football pitch improvements and mitigation.	Charles Higgins (South Tyneside Council), Neil Govett (South Tyneside Council), Lee McGuigan (South Tyneside Council), Deborah Lamb (South Tyneside Council), Chris Hutchinson (Durham FA), Shaun Burke (Football Foundation)	To discuss opportunities for pitch improvements to existing pitches in the Borough.	Agreed to continue discussions	Agreed to continue discussions
18.6.2021	Sub-regional highways meeting (Teams meeting)	To convene sub-regional highways working group	Trevor Male, Matt Clifford (STC)	TM provided an update regarding the discussions that STC have been having with National Highways regarding the capacity issues on the strategic highway network.	To continue sub-regional working	Agreed to continue dialogue
24.4.2021	Sub-regional meeting (Teams meeting)	To discuss sub-regional planning issues for South Tyneside Council, Sunderland City	Peter Mennell, Matt Clifford, Lucy Routledge (South Tyneside Council), Gary Baker, David Marshall, Mark Wilson	Discussion regarding White Mare Pool junction and the growth plans of	To continue sub-regional working	Agreed to continue dialogue

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
		Council and Gateshead Council	(Sunderland District Council), Anneliese Hutchinson, Neil Wilkinson, Andrew Haysey (Gateshead Council).	Gateshead and Sunderland councils.		
25/02/2021	Meeting (online)	To discuss the potential geography of Local Nature Recovery Strategies (LNRS) in the North East	Clare Rawcliffe (South Tyneside Council), Claire Dewson (Sunderland Council), Peter Shield (Gateshead Council) Adam Stewart (DEFRA) Tash Hunston (DEFRA)	Discussion of the pros and cons of various options for LNRS areas	Agreed to continue discussions	Agreed to continue discussions
25/02/2021	Meeting (online)	To discuss playing pitch mitigation approach to support the Local Plan.	Peter Mennell (South Tyneside Council), Deborah Lamb (South Tyneside Council), Dave McGuire (Sport England)	To discuss strategic approach to mitigating potential playing pitch loss through the South Tyneside Local Plan.	Agreed to continue discussions	Agreed to continue discussions
09/12/2020	Meeting (online)	Joint Wildlife Corridor Network Review – Gateshead, Sunderland & South Tyneside	Clare Rawcliffe (South Tyneside Council), Claire Dewson (Sunderland Council), Peter Shield (Gateshead Council) Chrissy Mason (Burton Reid)	Final meeting to agree and sign off the Wildlife Corridor Network Review	Final Draft Agreed	Final Draft agreed
04/05/2020	Meeting (online)	Joint Wildlife Corridor Network Review –	Clare Rawcliffe (South Tyneside Council), Claire Dewson (Sunderland	Review the submissions for the Wildlife Corridor	Agreed to appoint Burton Reid and set	Regular catch up meetings throughout

Date	Description of Event (e.g. meeting, workshop or other working arrangements)	Purpose of Meeting	Attendees	Issues	Agreed actions & Timescales	Points Agreed
		Gateshead, Sunderland & South Tyneside	Council), Peter Shield (Gateshead Council)	Network Review and choose a contractor	pre-start meeting for the following week.	commission to discuss & review.
16/01/2020 & 05/02/2020	Meetings	Joint Wildlife Corridor Network Review – Gateshead, Sunderland & South Tyneside	Clare Rawcliffe (South Tyneside Council), Claire Dewson (Sunderland Council), Peter Shield (Gateshead Council)	Discussion of draft brief to commission consultants to undertake a joint wildlife corridor network review.	Brief to be finalised and sent out for quotes by early March 2020	Agreed to continue joint working
10/01/2020	Meeting	To review the draft 2019 South Tyneside & Sunderland Durham Special Area of Conservation Survey report which forms part of the evidence base for the Local plan Habitats Regulations Assessment.	Clare Rawcliffe (South Tyneside Council), Claire Dewson (Sunderland Council), Dave Mitchell (Natural England) & Gordon Haycock (Haycock & Jay Associates – ecological consultant & report author)	2019 report covers the qualifying habitats for the SAC. It was agreed by all parties that further survey work to cover the non-qualifying habitats within the SAC and a 50m buffer inland would provide important information to inform the HRA and future monitoring of the SAC.	CR to pull together a brief for the additional survey work for Summer 2020 to feed into an amalgamated report by March 2020 Haycock & Jay will undertake additional survey work in Summer 2020	Agreed to continue joint working

Appendix 2: Responses to South Tyneside housing needs requests

Neil Cole
Operations Manager – Spatial Planning
South Tyneside Council

Economy and Place
Planning and Regeneration
Civic Centre
Burdon Road
Sunderland
Tel (0191) 520 5555

Date: 15/08/2018

Our ref: LM/CSDP

Your ref:

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



www.gateshead.gov.uk

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