NORTHUMBERLAND

Northumberland County Council

Northumberland Local Plan: Core Strategy Draft Plan

Duty to Cooperate Statement

March 2017

1. Introduction

1.1. The Northumberland Local Plan Core Strategy (NLPCS) has now been formally submitted to the Secretary of State. This Duty to Cooperate Statement has been prepared to accompany the NLPCS. It will now be formally examined by an Independent Inspector to assess whether the Plan has been prepared in accordance with the legal and procedural requirements as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 and whether the Plan is "sound".

1.2. This Duty to Cooperate statement demonstrates how the Council has and continues to fully comply with the requirements of "the Duty". It sets out the strategic issues relevant to Northumberland and details discussions that have and continue to take place between Northumberland County Council (NCC) and Duty to Cooperate bodies.

1.3. This document should therefore be considered a "live brief", reflecting the progress of discussions that have taken place up until the end of March 2017.

2. The legislative and procedural requirements of the Duty to Cooperate

Localism Act 2011

2.1. The Duty to Cooperate was introduced through the Localism Act 2011[1]. The Act places a duty on Local Planning Authorities (LPAs), County Councils that are not LPAs, and other bodies with statutory functions (defined in regulations) to cooperate with each other.

2.2. Cooperation under the Duty constitutes ongoing, constructive and proactive engagement in strategic matters when preparing development plan and local development documents. Strategic matters are defined in the Act as sustainable development or use of land that has or would have a significant impact on at least two planning areas. Bodies subject to the requirements of the duty are expected to consider adopting agreements on joint planning approaches, and LPAs must consider preparing joint Local Development Documents.

2.3. The additional prescribed bodies which LPAs must cooperate with are set out in the Town and Country Planning (Local Planning) (England)

[1] http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted

Regulations 2012, as amended by The National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013[2]. LPAs must cooperate with these bodies on issues of common concern in order to develop sound local plans.

National Planning Policy Framework (NPPF)

2.4. Paragraph 156 of the NPPF sets out that a Local Plan should identify strategic priorities for its area addressing:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

2.5. Planning for infrastructure is a critical element of strategic planning. NPPF paragraph 162 makes clear that Local Planning Authorities (LPAs) should work with other LPAs and providers to assess the quality and capacity of a range of infrastructure types. This will ensure that key infrastructure such as transport, telecommunications, energy, water, health, social care and education, is properly planned.

2.6. Paragraphs 178 and 179 of the National Planning Policy Framework (NPPF)[3] state that *"Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156. The Government expects join working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities… Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans"*

[2] http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/#paragraph_005

[3] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

National Planning Practice Guidance

2.7. National Planning Practice Guidance (NPPG) provides guidance on how the duty should be applied. This makes clear that the duty requires an ongoing, proactive and focussed approach to strategic matters. Constructive cooperation must be an integral part of plan preparation and result in clear policy outcomes which can be demonstrated through the examination process.

2.8. The Duty must be complied with on submission of a Local Plan. LPAs must demonstrate how they have complied with the duty at the Independent Examination of their Local Plans. If a LPA cannot demonstrate this, then the Plan will not be able to progress through examination.

What does the Duty to Cooperate mean in practice?

2.9. The duty requires LPA officers to engage in proactive and sustained discussions about strategic issues that cut across administrative boundaries from the outset of Local Plan preparation. Consultation alone is unlikely to satisfy the requirements of the duty. It also requires LPAs to consider joint approaches to plan making, evidence gathering and infrastructure planning. There is no definitive list of actions that constitute effective cooperation under the duty.

2.10. The Duty to Cooperate is both a legal and a soundness test, and LPAs are required to submit details at Local Plan examination of how they have complied with the duty. However, the Duty to Cooperate is not a “duty to agree” and LPAs do not have to reach agreement on their respective strategies. Nevertheless, they must give details in their respective monitoring reports of the actions they have taken under the duty.

2.11. Local Enterprise Partnerships (LEPs) and Local Nature Partnership (LNPs) are not subject to the requirements of the duty. However, LPAs should have regard to their activities when preparing Local Plans. Private sector utility providers are not covered by the Duty to Cooperate.

3. Spatial context for Northumberland County Council

3.1. Northumberland is England’s northernmost County, stretching from the Scottish Borders in the north and west, to Tyneside and County Durham in the south (Figure 1). Northumberland is the largest unitary authority in

England by geographic coverage and is also the most sparsely populated with only 63 people per square kilometre. Northumberland remains largely rural with the largest settlements having no more than 40,000 residents. Northumberland has the largest area of Green Belt of any Local Planning Authority in England.

3.2. The Spatial Portrait of Northumberland and the key opportunities and challenges are set in Chapter 2 of the Northumberland Local Plan Core Strategy (NLPCS). One of the most significant challenges is that the population of Northumberland is ageing and the significance of this demographic change makes it a major policy issue for the County. Northumberland's relationship to the Tyne and Wear conurbation, and to a lesser extent the north and west of the County, means that a number of these opportunities and challenges are shared. Consequently, joint working under the Duty is a central element of ensuring a “sound” plan.

Spatial Vision

3.3. The vision sets out what the Northumberland Local Plan Core Strategy intends to achieve and informs all of the policies within the plan. It also reflects the Northumberland Sustainable Community Strategy (2011), Corporate Priorities set out within the Council’s Corporate Plan, and the Northumberland Economic Strategy (2015) which seeks to deliver a prosperous Northumberland founded on quality local jobs and connected communities.

Northumberland's physical and cultural identity will be conserved and nurtured; its resources will be utilised in a sustainable way. The breadth, scale and quality of its special, varied landscapes and biodiversity will be conserved, enhanced and increased. The quality of its buildings and spaces will be conserved and improved. New development will minimise environmental harm and reduce the effects on climate change.

By 2031 the County's communities will be healthier, more resilient, sustainable and competitive; the balance between young and older people living across Northumberland will be more even. Communities will have access to a decent home that they can afford. The Northumberland economy will be thriving and competitive, diversified by continuous investment in ICT, green industries and physical links with the Tyneside and Edinburgh conurbations. Its visitor economy in particular will have matured and grown,

supported by continuous investment in the protection of its heritage and other environmental assets.

Strategic Objectives

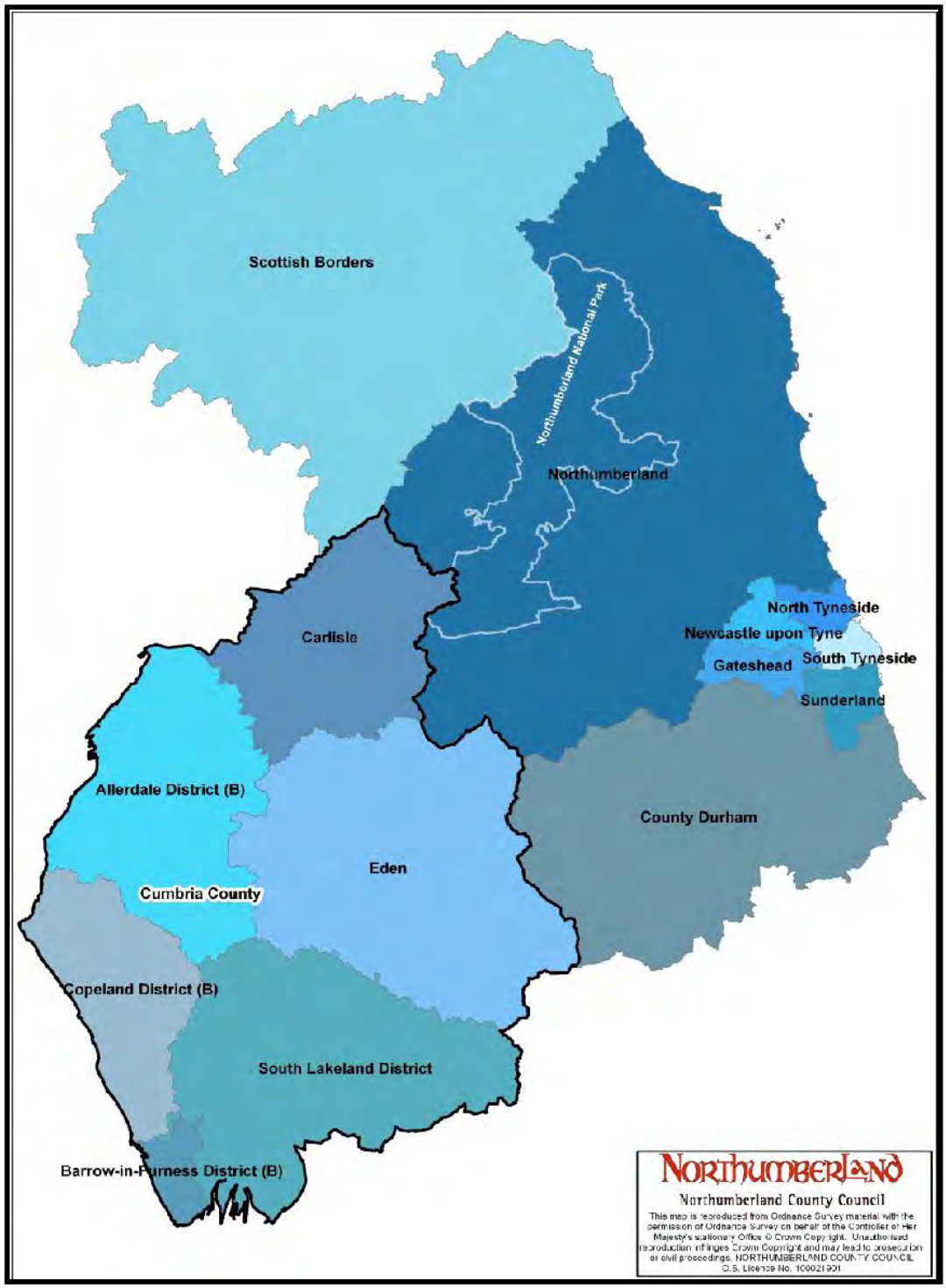
4. Duty to Cooperate Context

4.1. Northumberland County Council shares administrative boundaries with ten LPA's whom it has cooperated with under the requirements of the Duty. These are:

- Newcastle City Council;
- North Tyneside Council;

- Northumberland National Park Authority;
- Gateshead Council;
- Durham County Council;
- Carlisle City Council
- Eden District Council;
- Cumbria County Council;
- Scottish Borders Council; and
- South East Scotland Development Planning Authority (SESplan).

Figure 1 - Map of Neighbouring Authorities



4.2. In addition, Northumberland County Council is a member of the North East Local Economic Partnership (NELEP) and the North East Combined Authority (NECA), see paragraphs 4.21 - 4.26 below, and therefore also works closely with Sunderland City Council and South Tyneside Council as part of these.

Local Plan progress of Planning Authorities adjoining Northumberland within the North East LEP Area

4.3. Five north east LPAs share administrative boundaries with Northumberland as explained and shown above.

4.4. **Newcastle City Council and Gateshead Council** adopted their Joint Core Strategy and Urban Core Plan on 26 March 2015. The Plan sets out a framework for growth in Newcastle and Gateshead up to 2030.

4.5. Gateshead and Newcastle's population is increasing but Newcastle particularly experiences out-migration to surrounding areas. There is a need to diversify the housing offer and increase delivery, and the plan allocates land for 30,000 new homes and 22,000 new jobs over 150 hectares of employment land.

4.6. In Newcastle, land for 8,400 homes has been released from the Green Belt. Many of these sites are close to Northumberland's boundary, including at Callerton (3,000 homes), Kingston Park/Kenton Bank Foot (800 homes), and Newbiggin Hall (300 homes). Additional land is also allocated at Newcastle Great Park to support the ongoing development of around 1,500 homes.

4.7. In Gateshead, land released from the Green Belt has been allocated, close to Northumberland's boundary, at Ryton (550 homes), Crawcrook (370 homes) and Chopwell (305 homes). The land on the south bank of the River Tyne surrounding the MetroCentre is also identified as an area capable of delivering 850 new homes in the plan period, along with new offices and infrastructure improvements. The strategy for this is being developed through a separate Metrogreen Area Action Plan (AAP).

4.8. **North Tyneside Council** submitted its Local Plan to the Secretary of State for examination on 30 June 2016. An Examination in Public took place between 8 November 2016 and 8 December 2016. The Main Modifications consultation closed on 8 March 2017. An Inspector's report is expected in due course. The emerging Local Plan recognises that issues and opportunities are shared between neighbouring authorities and Northumberland's plans for growth will have an impact on North Tyneside.

4.9. Net in-migration from Newcastle and south east Northumberland contributes to North Tyneside's forecasted increase in population over the plan period. In-commuting from Northumberland also occurs. The Pre-Submission Draft makes provision for around 17,300 homes up to 2031/32. The plan also

makes two strategic allocations at Killingworth Moor and Murton, which have the capacity to deliver 2,000 and 3,000 homes respectively. They consider existing employment land designations to be sufficient to meet assessed needs.

4.10. **Durham County Council** submitted their Local Plan for examination in April 2014. An interim report issued by the Inspector in February 2015 recommended that Durham withdrew the plan on the basis of its housing and economic projections and spatial distribution strategy. The Council pursued a route of Judicial Review and the Inspector's report was quashed by the High Court in September 2015. A fresh examination under a new Inspector will take place following resubmission of the plan, which was paused in December 2016 to await expected fundamental changes in the publication of the Housing White Paper (since published in February 2017).

4.11. **Northumberland National Park Authority** adopted its Core Strategy on 25 March 2009. This document, along with the Development Policies Document, sets out the overall spatial planning strategy for Northumberland National Park to 2024.

4.12. The government requires LPAs to review and update their Local Plan, usually every five years. The current plan is therefore out of date and NNPA are now reviewing it. The new Local Plan will guide development and land use across the National Park, including how the environment will be conserved and protected, over the next twenty years until 2037.

4.13. The plan recognises that the National Park is a living landscape and that some additional housing and employment development will be required to meet local needs. The policies within the Core Strategy also reflect and strengthen the important role of the gateway settlements that lie across Northumberland County Council's boundary. However, the plan does not allocate land in acknowledgement that there is not significant pressure for development within the National Park, and instead directs new development to sustainable settlements through a sequential test approach.

<u>Local Plan progress of Planning Authorities adjoining Northumberland outside the North East LEP Area</u>

4.14. Three Cumbrian and two Scottish planning authorities also share administrative boundaries with Northumberland.

4.15. **Carlisle City Council** formally adopted the Carlisle District Local Plan 2015-2030 on 8 November 2016. It will guide development in Carlisle up to 2030. Carlisle shares similar demographic challenges to Northumberland with a predicted 57% increase in older people by 2032. In response to this, the spatial strategy seeks to focus the majority (70%) of new housing growth on the City of Carlisle with the remainder of housing growth (30%) within the District's rural settlements including in Brampton (the settlement nearest Northumberland's border) and Longtown. The main thrust of its economic policy is to develop a high value employment area within the M6 corridor.

4.16. **Eden District Council** submitted their Local Plan to the Planning Inspectorate on 23 December 2015. The Council has recently reviewed its OAN calculations with a view to addressing concerns raised by participants and the Inspector during the hearing sessions. If adopted, the Plan will guide development in Eden until 2032. Eden's population is expected to grow by between 10-12% over the next 25 years, driven partly by in-migration, but is ageing in line with national trends. The plan allocates for a total of 3,600 homes, half of which will be located in Penrith, and an additional 24ha of employment land in Penrith. It is expected that 20% will be delivered in Alston, Appleby and Kirkby Stephen, 20% in one of twenty eight 'Key Hubs' and the remaining 10% in 'villages and hamlets'.

4.17. **Cumbria County Council** is a minerals and waste planning authority with responsibility for the preparation of a Minerals and Waste Local Plan (MWLP) for the whole of Cumbria, excluding the National Parks. The MWLP was submitted to the Secretary of State for examination on 9 September 2016 and an Examination in Public took place from 29 November 2016 to 16 December 2016. Once the MWLP has been examined by the Planning Inspectorate and formally adopted by the County Council, it will replace the MWDF. The Plan identifies strategic policies relating to mineral workings and waste management, and includes a provision to maintain aggregate land banks. It also notes that Cumbria is almost self-sufficient in waste management.

4.18. In Scotland, **Scottish Borders Council** adopted their Local Development Plan on 12 May 2016. Whilst the primary focus is on the Central Borders area, as the location of the recently reopened Borders Railway, settlements in the Eastern Borders and closest to Northumberland County Council's boundary will perform an important role for their rural hinterlands. The Development Plan identifies continued and new housing allocations for 4,100 homes in the Central Borders and 1,000 for the Eastern Borders. Half of the latter allocations are in Eyemouth, and strategic industrial and business

allocations within the town will also be protected. Coldstream is identified as having longer term development potential. The Plan supports dualling of the A1 north of the border to enhance connectivity to local markets, and a new railway station is also earmarked on the East Coast Main Line at Reston.

4.19. **The South East Scotland Development Planning Authority (SESplan)** is a partnership of six local authorities, including the Scottish Borders and Edinburgh, which prepares a region-wide Strategic Development Plan in a similar way to the former Regional Authorities in England. The first Strategic Development Plan was adopted in June 2013 and work has commenced on the preparation of an updated plan in order to comply with a new Scottish National Planning Framework (NPF3). Consultation on the Proposed Strategic Development Plan took place between 13 October 2016 and 24 November 2016.

North East Local Enterprise Partnership (NELEP) and the North East Combined Authority (NECA)

4.20. Cross-boundary meetings on planning issues have taken place for many years in the North East. The creation of the NELEP in 2011 and the NECA in 2014 has now formalised these working relationships.

4.21. 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.

4.22. 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 which has involved partnership working between the private, public and voluntary sectors. The SEP 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. It's overarching vision is to deliver 60,000 private sector jobs and provide over one million jobs in total across the NELEP area. In March 2014, the NELEP published its SEP. A refresh of the SEP is now in progress to review progress against original SEP targets and to reflect more recent economic circumstances.

4.23. Engagement has taken place with the NELEP in preparation of the Northumberland Local Plan Core Strategy. The partnership's Economic Strategy Manager attended a meeting on 7 May 2013 to discuss their

Economic Review work with the North East Heads of Planning Group. In addition, the NELEP's Chief Economist attended a meeting on 12 June 2014 between the Council and St Chad's College, Durham to discuss revised Northumberland economic forecast work. The NELEP representative confirmed at the meeting that the findings of this work were broadly in line with those of the partnership. More recently, in June 2016, engagement has taken place between the NECA Planning and Housing Group and the LEP regarding the refresh of the SEP.

4.24. The same seven local authorities, as stated in paragraph 4.21, established the NECA on 15 April 2014. NECA supports the work of the NELEP and has powers over transport, economic development and regeneration.

4.25. NECA recognises the North East as the UK's regional export lead and the importance of investing in the area's workforce and implementing a long-term programme of investment to generate market confidence and stability. They are also seeking fiscal devolution, the reform of public services and the creation of a devolved, integrated local transport system.

4.26. Following the creation of NECA, Northumberland County Council has actively engaged with several working groups under the NECA banner. This includes the Planning and Housing Working Group who first met on 5 December 2014 and meet at least quarterly. It is attended by representatives of both NECA and the HCA. A note prepared following the initial meeting set out the purpose of the working group as helping to articulate NECA's housing and planning priorities to support delivery of the SEP and to develop a baseline of spatial priorities, supported by a narrative that ties together the SEP, Local Plans and employment, housing and transport priorities.

Devolution Deal

4.27. Broader stakeholder events have been organised under the NELEP/NECA banner that have brought together planning colleagues from the seven local authorities in the NELEP area. A stakeholder event on devolution was attended on 26 March 2015 that generated discussion on the consequences of devolution for local authorities in the North East. A North East Planning Framework Meeting was held on 22 June 2015, bringing together the Heads of Planning of the seven LPAs to review the existing Memorandum of Understanding (MoU) and Joint Position Statement and discuss the possible creation of a non-statutory spatial framework for the NELEP member authorities that would support compliance with the Duty.

4.28. Discussions regarding North East devolution fell through following a Government announcement on 8 September 2016 that the region's deal has been withdrawn. Members of the Leadership Board reached a majority decision on 6 September 2016 not to begin the next stage in the process because they had been unable to reach an agreement on the terms under which they were being asked to proceed.

4.29. A North of Tyne Devolution deal involving Newcastle City Council, Northumberland County Council and North Tyneside Council is now being progressed since the Government announced it wishes to formally engage with the three Councils on a new deal.

High Level Co-operation

4.30. The North East Heads of Planning Group consists of the Heads of Planning from Northumberland, Newcastle, Gateshead, North Tyneside, Durham, South Tyneside and Sunderland authorities. The group was formally established on 19 January 2012, meeting at least quarterly to discuss high-level, cross-boundary planning issues and share strategic and procedural best practice (see Appendix 7 for minutes of meetings). The Heads of Planning Group reports through to the Economic Leads Group of NECA and then onwards to the Chief Executives and Leaders and Elected Mayors Groups of the seven NELEP members (see Appendix 5: Governance Arrangements for Strategic Planning in the North East Region).

4.31. The first key product of this group was the creation of a formal Memorandum of Understanding (MoU) which sets out jointly agreed approaches to strategic planning matters across the NELEP/NECA area. The MoU was endorsed by Northumberland County Council on 12 November 2013 and signed off by Chief Executives and Leaders of the seven Local Authorities in June 2014. A signed copy of the MoU is attached at Appendix 1.

4.32. A Joint Position Statement, Spring 2013 (Appendix 2) was also prepared and appended to the MoU that sets out the strategic planning issues of agreement amongst the seven Local Authorities in respect of the Duty. The position statement sets out the following key strategic issues:

- Population and Housing - Setting Future Housing Requirements
- Economic Growth and Planning for Jobs
- Transport and Infrastructure
- Community Infrastructure Levy
- Shopping, Leisure and Tourism

- Minerals and Waste
- Renewable Energy
- Green Infrastructure
- Waste Water Treatment
- Healthcare
- Education
- Utilities

4.33. The position statement recognises that each authority's Local Plan is at a different stage 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.** It was always accepted that the position statement would not be a one off exercise and would need to be regularly reviewed.

4.34. In mid-2015, the North East Heads of Planning agreed the need to review the Spring 2013 Position Statement. In doing so, Planning Advisory Service (PAS) input was secured to provide support and assistance to develop a more robust and updated Position Statement. Six Duty to Cooperate workshops were held in conjunction with PAS between November 2015 and July 2016, and attended by officers from each Council. Officers from two Policy Officer Working Groups also met between these meetings to assemble and provide data relating to assumptions and methodologies that informed objectively assessed needs. The role of these workshops was to tease out the real strategic issues that affect two or more Councils with especial focus given to establishing and delivering the region's objectively assessed needs. For the most part, they replaced the standard North of Tyne Policy Officers Working Group that would have normally met in the meantime.

4.35. Work has now commenced on preparing this new Position Statement with support from each Council although this will not be completed by the time the Northumberland Local Plan Core Strategy is formally submitted. An addendum to this statement will therefore be submitted in due course.

North of Tyne Policy Officers Working Group

4.36. As adjoining urban authorities, Northumberland County Council has an active working relationship with North Tyneside Council and Newcastle City Council outside of high-level meetings. This is cemented through a formal North of

Tyne Policy Officers Working Group which sits below the Heads of Planning Group and runs parallel to a South of Tyne Policy Officers Working Group (comprising of the remaining four North East authorities).

4.37. The group is attended by senior officers from Northumberland, North Tyneside and Newcastle who meet regularly to discuss detailed topic-based issues and evidence base production. The first meeting was held on 20 August 2012 (see Appendix 6 for minutes of meetings). Following this meeting, attendees agreed on seven cross-boundary strategic issues that would be discussed at future meetings. These comprised of the following:

- Housing and Population
- Employment and Retail
- Green Belt
- Transport and Infrastructure
- Minerals and Waste
- Flood Risk and the Coast
- Green Infrastructure

4.38. Relevant updates on these issues are provided at each general North of Tyne meeting.

4.39. Sub-groups have also been set up to discuss topics in detail with specialist colleagues. The group agreed to set up sub-groups on Housing, Population and Economy, and Green Infrastructure and Biodiversity on 20 August 2012 and to participate in regular meetings to resolve matters arising from these strategic issues. In order to address matters arising from evidence base production, it was agreed at a meeting on 23 March 2015 to set up similar sub-groups for Economy/Retail and Transport.

4.40. As of March 2017, there have been 33 North of Tyne Group meetings in total. This figure includes meetings on Housing/Population/Economy; Employment/Retail; Transport; Green Infrastructure/Biodiversity; Coastal Erosion; and Education and Viability.

4.41. Two Northumberland and North Tyneside Member meetings were held on 21 August 2013 and 18 November 2014. Newcastle Members were invited to the first meeting but did not attend.

North East Minerals and Waste Planning Policy Officer Group

4.42. The North East Minerals and Waste Planning Policy Officer 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 discuss issues of mutual interest in relation to planning for minerals and waste, collaborate on evidence preparation where relevant, and update on progress with policy development.

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

4.44. 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)'.

4.45. A short paper "Cross boundary waste movements and the Duty to Co-operate", has been prepared in relation to waste movements and implications in terms of the duty to cooperate. This is available as part of the core documents library.

North East Aggregates Working Party

4.46. 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, Department for Communities and Local Government (DCLG), the Marine Management Organisation (MMO) and the aggregates industry.

4.47. 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.

4.48. Northumberland County Council currently provides the secretariat to the North East AWP on behalf of DCLG.

Cumbrian Development Plan Officers Group (DPOG)

4.49. Quarterly meetings take place between all the Cumbrian district authorities, the Lake District National Park Authority, Lancaster City, Lancashire, Yorkshire, Northumberland County Council and south west Scotland, under the banner of Development Plan Officers' Group (DPOG). The aim of DPOG is to provide LPAs with a forum to discuss and advise on implications of planning policy and guidance, help to raise awareness of cross boundary issues, and share best practice on local planning issues.

4.50. DPOG invites organisations such as the Environment Agency or Natural England to attend and speakers have also attended to discuss a variety of other issues such as Gypsies and Travellers. An officer from the Minerals and Waste Planning Policy Team at Cumbria County Council also attends.

4.51. Depending on the agenda, Northumberland County Council either attend the meetings in person or keep in touch via email updates.

Borderlands Initiative

4.52. There are historic examples of cooperation between the Local Authorities either side of the border between Scotland and England, and also across the County border into Northumberland. Building on this, the Borderlands Initiative has recognised the recent opportunities arising from further devolution across the UK and Scotland, emphasising the strategic importance of this area. The initiative is a key driver in working towards a unified voice in joint lobbying of both respective governments.

4.53. Northumberland County Council is one of five Local Authorities involved in the Borderlands Initiative which includes Cumbria County Council, Dumfries and Galloway Council, Carlisle City Council and Scottish Borders Council as well as representatives from the Association of North East Councils. The Initiative acknowledges that there are common economic challenges experienced in the areas adjacent to the Anglo/Scottish border and therefore recognises that there are opportunities for working together, along with officials of the Scottish and UK Governments, to examine and exploit the

enormous, as yet unrealised, potential of this area. The Borderlands Initiative recognises the commonalities of the area and is working to promote:

- The right conditions for economic growth;
- The competitiveness of its businesses;
- Added value in its key economic sectors;
- Inward Investment;
- Opportunities for our young people; and
- The right skills for our economy.

4.54. Whilst the work of the Borderlands Initiative has not directly influenced the content of the Northumberland Local Plan Core Strategy, the key priorities of the Borderlands Initiative tie in with the 'Jobs' strategic objective of the Core Strategy i.e. "*Delivering a thriving and competitive economy - to grow and diversify the Northumberland economy by making it an attractive and competitive place to start, grow and invest in a broad range of business. This will increase the number and quality of jobs available to raise levels of employment of Northumberland's residents, and attract and retain working age people".*

5. How Cooperated - Evidence and Outcomes

5.1. This section outlines how Northumberland County Council has worked with prescribed bodies, other relevant bodies and neighbouring authorities.

Cooperation with Prescribed Bodies

5.2. As stated in paragraph 2.3 above, and as prescribed by the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended by The National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013, the Council cooperates with the following 12 prescribed bodies:

- Environment Agency;
- Historic Buildings and Monuments Commission for England (known as Historic England);
- Natural England;
- Civil Aviation Authority;
- Homes and Communities Agency;
- Northumberland Clinical Commissioning Group (as established under section 14D of the National Health Service Act 2006);
- National Health Service Commissioning Board (NHS England);

- Office of Rail and Road
- Tyne and Wear Integrated Transport Authority (replaced by NECA);
- Each highway authority within the meaning of Section 1 of the Highways Act 1980 (including the Secretary of State, where the Secretary of State is the highways authority) i.e. Northumberland County Council;
- Highways England; and
- Marine Management Organisation.

5.3. The Council has also met with colleagues from other key bodies to discuss the production of Local Plan policies and evidence. Below provides a summary of key discussions (Appendix 4 provides more detail).

Environment Agency

5.4. Liaison meetings were held in July 2015 and November 2015 with the latter including representation from Northumbrian Water Ltd (NWL) and neighbouring authorities; a special meeting to discuss Howdon Waste Water Treatment Works at North Shields which services part of the County as well as Tyne and Wear. It was agreed that the Statement of Commonality for the Treatment Works could benefit from a refresh. All LPAs agreed to work in partnership with NWL to manage and deliver appropriate projects to provide additional headroom and incorporate appropriate management policies into Core Strategies and Local Plans.

5.5. The Environment Agency have advised on the policy approach to coastal change management as well as inputting into evidence base studies such as the Water Cycle Study, Strategic Flood Risk Assessment Level 2 and the Strategic Housing Land Availability Assessment.

5.6. Ongoing work includes a Statement of Common Ground covering Howdon Sewage Treatment Works, Dissington Garden Village and the Local Plan as a whole. This is being drawn up in partnership with NWL and Northumberland County Council.

5.7. The Northumberland Strategic Flood Risk Management Partnership meets on a quarterly basis to ensure close partnership working to address all aspects of flood and coastal risk management. The Partnership comprises Northumberland County Council (Flood and Coastal Erosion Officers, Planners and Highways), the Environment Agency and Northumbrian Water Ltd. Regular updates on the emerging Core Strategy are provided at the quarterly meetings, as well as the ability to input to policy formulation.

Historic England

5.8. Quarterly liaison meetings take place with Historic England (formerly English Heritage) to discuss a range of planning and conservation issues including input to the emerging Northumberland Local Plan Core Strategy. A specific meeting took place on 20 May 2013 to discuss their representations on the Preferred Options (Stage 1) document.

5.9. A subsequent meeting took place on 7 July 2015 to discuss the changes being made to the Core Strategy heritage and related policies, following comments at the Full Draft Plan stage. Historic England highlighted that they considered the emerging policies to be generally acceptable although there may be a need to make some further minor amendments. It was also agreed that a statement of common ground would be prepared between the Council and Historic England.

5.10. Meetings in September 2016 and January 2017 focussed on the Proposed Major Modifications and Proposed Further Major Modifications with some "additional" modifications agreed as the output of those meetings to address specific concerns. It was agreed that references to historic environment baseline data would be strengthened within the Plan, minor wording changes would be made to Policies 8, 20 and 51 to ensure compliance with NPPF, and amendments to Policies 30 and 33. Historic England appreciate the proactive approach taken by the Council in engaging with them and are grateful that so many of their earlier comments are reflected in revisions to the Plan.

Natural England

5.11. Natural England have been involved in all stages of the preparation of the Habitats Regulations Assessment and have commented on all stages of the Plan. A Habitats Risk Assessment meeting was held in July 2015 and a further meeting in September 2016 focussed on Duty to Cooperate issues.

Civil Aviation Authority/ Newcastle International Airport Ltd

5.12. Since October 2016 regular meetings have taken place with Newcastle International Airport following their concerns over the proposed Dissington Garden Village proposal. It is also relevant that there has been extensive dialogue and work in order to reach agreeable solutions linked to the Dissington Garden Village planning application (16/04672/OUTES) between the applicant and Newcastle International Airport. They have been consulted

at all stages of the preparation of the Core Strategy but had raised no concerns until the Proposed Major Modifications stage in June 2016.

5.13. Their concerns relate to the potential increase in traffic volumes on the local road network resulting from the proposed housing development in the Ponteland area, specifically the proposed Dissington Garden Village, and the resulting impact on the A696 corridor, in particular the Airport junctions.

5.14. There is commitment from NCC, Newcastle City Council and Newcastle International Airport to work together on a collaborative corridor study considering the impact of all cross boundary growth impacting on the A696/A167 corridor. This will study key impacts, and then set out physical or management improvement proposals that can form the basis for funding bids to deliver. Linked to this the Independent International Connectivity Report 2017 (see Appendix 9) recommends significant improvements to the strategic highway network including improvements to the A696 and associated junctions that connect to the A1, including the A167.

Homes and Communities Agency

5.15. Throughout the production of the Local Plan regular meetings have taken place with the HCA in order to assist in identifying and enabling development countywide on HCA sites. Working in partnership the Council and developers have been successful with funding bids to progress delivery. The Council has also worked closely with the HCA to progress a number of their own sites through the planning system, including a number of hospital sites and also former One NE sites. HCA involvement has secured funding to aid the delivery of an element of Cramlington South West Sector. In addition to this the HCA owned St George's Hospital Strategic Site has also secured planning permissions and is now on site delivering units. ATLAS help has also been secured to overcome delivery barriers to these sites.

Office of Rail and Road

5.16. The Office of Rail and Road (ORR) is the independent economic and safety regulator for Britain's railways, and monitor of performance and efficiency for England's Strategic Road Network. Proposals to reintroduce passenger services on the Ashington, Blyth and Tyne line, which underpin the delivery of the Core Strategy, will have a direct impact on a range of level crossings along the line. As details of the scale of impact at level crossings emerge the Council will engage directly with the ORR.

Northumberland Clinical Commissioning Group

5.17. The CCG and formerly PCT have been consulted and invited to comment at all stages of the Plan, Strategic Infrastructure Study and Infrastructure Delivery Plan.

Tyne and Wear Integrated Transport Authority (replaced by NECA)

5.18. Northumberland County Council has engaged with the constituent authorities themselves rather than the North East Combined Authority. This includes monthly meetings with both the Heads of Transport and NECA Strategic Highways Group.

Highways England

5.19. Northumberland County Council has regular liaison meetings with Highways England in respect of their interests in several trunk roads within Northumberland. A meeting specifically in relation to the Core Strategy took place on 29 May 2014 which discussed the implications of the strategic residential and employment growth locations identified within the Core Strategy Preferred Options (Stage 2) document. Particular capacity issues were highlighted at locations on the A19, including the Moor Farm Roundabout and the Seaton Burn junction; the Alnwick A1068 junction with the A1 southbound; and the Berwick A1/B6354 Etal Road junction. A meeting on the full draft Core Strategy took place on 11 February 2015. A further meeting took place on 16 September 2015 which was an opportunity to explain work on the Core Strategy Transport Assessment and to share a draft technical note on the assessment work.

5.20. In May 2016, Highways England confirmed support for the Northumberland Local Plan Core Strategy and for the aspirations of Northumberland County Council based on the supporting infrastructure measures at the strategic road network. Measures were set out in the Northumberland - Strategic Road Network Infrastructure Study Final Report.

5.21. The Proposed Further Major Modifications were largely as a result of the Department for Communities and Local Government (DCLG) published prospectus in March 2016 inviting expressions of interest for new and locally-led garden settlement initiatives. Highways England concerns in this particular context relate to the addition of Dissington Garden Village and the quantum of development that could have consequences both in terms of the potential impact from traffic specifically generated by the new garden village

at Dissington, and also the potential cumulative impact when considered alongside the Plan's other development proposals, particularly in and around Ponteland.

5.22. Northumberland County Council recognise that the proposals for Dissington Garden Village were not considered as part of the Highways England Infrastructure Study (May 2016) and that proposals for the Dissington Garden Village need to be considered so Highways England can consider the impact on Strategic Road Network (SRN) capacity, safety and the transport infrastructure improvements proposed. A further meeting took place on 20 January 2017 following the public consultation and the County Council recognises that it will be necessary to provide additional evidence to reflect the Plan's latest development aspirations.

5.23. Following a meeting on 20 January 2017, the Council wrote to Highways England on 10 February 2017 setting out the approach proposed by the Council relating to the further work to be undertaken. Highways England responded on 29 March 2017 and confirmed that they will be preparing an addendum to the SRN Infrastructure Study which focuses on the A1/ A696 junction. This study will form a key piece of evidence in relation to the Plans impact at this location and any required interventions. The Highways England response 29 March 2017 (see Appendix 8) summarises their responses to previous iterations of the Core Strategy. Importantly this letter sets out a collaborative approach to further assessment, before concluding: *"it is considered that this will provide a solution that NCC and Highways England can embrace in finding the plan to be sound in respect to its influence at the SRN."*

5.24. The Council will continue to work positively with Highways England. It is acknowledged that following the addition of Dissington Garden Village at Further Major Modifications stage that further assessment is required by Highways England. In addition to this and working to a methodology agreed with Highways England, the Council are working with Highways England and Newcastle City Council to provide an update of its Jacobs Strategic Transport assessment.

Marine Management Organisation (MMO)

5.25. The MMO has begun to compile issues for the forthcoming North East Marine Plans. A series of seminars and workshops allowed coast specific issues, which had arisen at different stages of the Core Strategy process, to

be discussed with the MMO. The MMO has reviewed the document and have no specific comments to make.

Cooperation with other important bodies

5.26. In preparing its Local Plan, the Council has also had regard to the North East England Nature Partnership (NEENP), formed by a merger of the Northumberland Lowlands and Coast LNP, the Three Rivers LNP and the Northern Upland Chain LNP.

5.27. The two Areas of Outstanding Natural Beauty (Northumberland Coast AONB and North Pennines AONB), Sport England, Northumbrian Water Ltd (NWL) and the Home Builders Federation (HBF) are not subject to the Duty to Cooperate. However, given their significant and sustained role in cross-boundary strategic issues, reference is made in this statement to the cooperation that has taken place with them.

Northumberland Coast and North Pennines AONB Partnerships

5.28. Northumberland Coast AONB Partnership meet three times per year. The Council's Ecologist takes a lead role on the group and a representative from the Council's Planning Service also attends. The group has input into the preparation of the Core Strategy, specifically in the preparation of AONB policies.

5.29. The North Pennines AONB Partnership includes the County Archaeologist. Again, the group has input into the preparation of the Core Strategy and as a result the Core Strategy includes a specific policy on the North Pennines AONB.

5.30. The Council inputs into, and endorses, both AONB management plans.

North East England Nature Partnership

5.31. Within Northumberland there are currently two Nature Partnerships: the Northern Upland Chain LNP and the North East England Nature Partnership (NEENP). The County is represented on both as a partner either on the partnership board, as is the case for the NEENP, or as part of the North Pennines AONB partnership as is the case for the Northern Upland Chain LNP. The role of the Nature Partnerships is to help communities in their local areas to manage the natural environment as a system and embed its value in local decisions, for the benefit of nature, people and the economy. A key

initiative being led by the LNPs is Nature Improvement Areas (NIAs). There are currently two NIAs in Northumberland.

5.32. The Northumberland Coalfield NIA, which straddles the boundaries between Northumberland, Newcastle and North Tyneside, aims to tackle the lack of connectivity between wildlife areas over a 41,000 hectare area.

5.33. The Border Uplands NIA covers an area of approximately 100,000 hectares in west Northumberland with just over half in the Northumberland National Park Area, straddling the two current Nature Partnership areas.

Home Builders Federation (HBF)

5.34. Meetings with the HBF, on no less than an annual basis, have taken place since 21 June 2012. They have provided valuable input into various stages of the Plan since the Issues and Options stage as well as the Northumberland Strategic Housing Market Assessment (SHMA) and viability assessment.

5.35. The HBF also have a representative on the Northumberland SHLAA Partnership and Site Assessment Panel, and contributed to the SHLAA Cumulative Impact Workshop in August 2015.

Sport England

5.36. A meeting with Sport England took place on 12 June 2014 which discussed the recently revised playing pitch strategy guidance, the work currently being undertaken by the Council on the Playing Pitch Strategy Action Plan and whether the Playing Pitch Strategy requires a full update. Ongoing discussions have taken place with Sport England and Sport England is a member of the steering groups set up to oversee work to update the Playing Pitch Strategy and Indoor Facilities Strategy. Active Northumberland are currently progressing work to update these strategies in partnership with Northumberland County Council, Sport England and the relevant sports governing bodies.

Northumbrian Water Ltd

5.37. Northumbrian Water Ltd have input into evidence base studies such as the Strategic Housing Land Availability Assessment, Water Cycle Study and Strategic Flood Risk Assessment Level 2 as well as attending Local Plan Core Strategy consultation events

5.38. The Northumberland Strategic Flood Risk Management Partnership meets on a quarterly basis to ensure close partnership working to address all aspects of flood and coastal risk management. The Partnership comprises Northumberland County Council (Flood and Coastal Erosion Officers, Planners and Highways), the Environment Agency and Northumbrian Water Ltd. Regular updates on the emerging Core Strategy are provided at the quarterly meetings as well as the ability to input to policy formulation.

North Morpeth Sewage Infrastructure

5.39. The delivery of the strategic sewer project has progressed in line with development to the north of Morpeth and delivery of the Morpeth Northern Bypass. The sewer will provide capacity to take sewage from five major development sites including the whole of the strategic St George's Hospital site. Northumberland County Council, Northumbrian Water and developers with sites in the north of Morpeth have worked closely to fund and deliver this. A large amount of the sewer is already constructed with full completion expected early in the 2017/18 financial year.

5.40. This strategic sewer will initially connect to the existing public sewerage network in Morpeth prior to discharge to the sewage treatment works. The network will accommodate flows from initial phases of development. Following the construction of 880 units to the north of Morpeth, a new sewage pumping station funded by infrastructure charges received by Northumbrian Water will be required. The delivery of the pumping station could be within Northumbrian Water's Asset Management Plan 6 (2015 - 2020) or 7 (2020 - 2025). Northumbrian Water consider that an appropriate trigger for the investment planning process would be the delivery of 500 units on the north Morpeth development sites.

5.41. Due to the importance of the new sewage pumping station in relation to the delivery of development to the north of Morpeth and the St George's Hospital strategic site, this scheme is included within the schedule of the IDP.

Cooperation with Neighbouring Authorities adjoining Northumberland

5.42. Cooperation with **North Tyneside Council** and **Newcastle City Council** has taken place through the North of Tyne working group as stated in paragraphs 4.36 - 4.41 above.

5.43. This engagement has sought to consider the strategic cross boundary implications of proposed growth and subsequent infrastructure requirements. The balance and implications of various levels of growth in population between North Tyneside, Newcastle and Northumberland is a cross boundary issue for the Authorities that has been considered through duty to co-operate discussions.

5.44. All three Authorities have a housing market area that extends across boundaries. Separate Strategic Housing Market Assessments (SHMAs) have been prepared for each Authority but a process of joint working has been undertaken by each Authority when preparing their documents to ensure the cross boundary relationships are considered and are understood. More information is contained within the North of Tyne Position Statement, November 2016 (see Appendix 3).

5.45. Newcastle City Council and Gateshead Council have submitted formal written responses to consultation on the emerging Northumberland Local Plan Core Strategy since Full Draft Plan stage (February 2014) and Preferred Options 2 stage (December 2013) respectively, relating primarily to the scale of development proposed and the impact on Newcastle/Gateshead.

5.46. Newcastle and Gateshead Council's both signed up to the MOU and the appended position statement (Spring 2013) which contained details of Northumberland's emerging housing requirement falling within a range of 14,440 - 24,090 dwellings (see also paragraphs 4.31 - 4.33 above).

5.47. In an attempt to address Newcastle City Council and Gateshead Council's concerns, in September 2015 a series of additional meetings, outwith the usual Duty to Cooperate meetings, were set up between Newcastle, Gateshead and Northumberland focussing on two main workstreams: housing and economy, and transport (for more information please see paragraphs 6.6 - 6.9). Discussions are still ongoing with a view to finalising a joint position statement for the Northumberland Local Plan Core Strategy Examination in Public.

5.48. In respect of **Gateshead Council,** an initial cross border meeting took place in April 2013. Gateshead Council has submitted formal written responses to consultation on the emerging NLPCS on several occasions throughout the plan's preparation relating primarily to the scale of development proposed and the impact on Gateshead. Discussions are still ongoing with a view to finalising a position statement for the Northumberland Local Plan Core Strategy Examination in Public.

5.49. In terms of strategic cross border issues, **Durham County Council** and Northumberland County Council considers that both Authorities have undertaken extensive dialogue upon matters of mutual interest in accordance with the Duty to Cooperate including through the policy approach to Green Belt, the North Pennines AONB and Green Infrastructure, and in addition through the North Pennines AONB Partnership and Local Nature Partnerships as explained above. Similarly, both Councils have also worked closely on matters relating to minerals and waste including through work to prepare and review a Joint Local Aggregate Assessment covering County Durham, Northumberland and Tyne and Wear, and shared evidence base documents on waste planning matters including a study into waste arising and capacity and a study into Low Level Radioactive Waste.

5.50. A supporting statement in relation to the Green Belt was prepared by Northumberland County Council and was submitted as evidence to the Durham Local Plan Examination in relation to the proposed North West Durham Green Belt.

5.51. **The Northumberland National Park Authority** is now represented on the North of Tyne group. The key issues identified for discussion to date include the role of the gateway towns, renewable energy and green infrastructure. There are no outstanding Duty to Cooperate issues.

5.52. In respect of the Cumbrian local authorities - **Cumbria County Council, Carlisle City Council** and **Eden District Council** - there have been specific cross border duty to cooperate meetings held with the authorities individually to discuss strategic cross border issues. Duty to Cooperate meetings also include attendance at or the provision of Core Strategy updates to the Cumbria Development Plan Officer Group. It has been identified that there are no significant strategic cross border issues, however it was agreed that policy approaches to the North Pennines AONB, the Hadrian's Wall World Heritage Site, minerals and waste and renewables should be aligned where appropriate. Although there are currently no cross border issues with respect to Gypsies and Travellers accommodation, it was agreed that should the Northumberland Gypsy and Travellers Accommodation Assessment highlight any particular cross border issues, particularly in relation to the provision of transit sites, then a further meeting would be held.

5.53. A meeting with the **South East Scotland Development Planning Authority** (SESplan) and **Scottish Borders Council** was held on 10 June 2014 to discuss strategic cross border issues. The key issues identified were onshore wind energy developments with respect to policies on separation

distances and studies on cumulative impact and tourism impact. The landscape impact of onshore wind energy particularly in respect of Northumberland National Park was raised as a cross border issue. There are a number of transport cross border issues; the dualling of the A1 and rail services between Edinburgh and the North East; the Scottish Borders are promoting a local rail service between Edinburgh and Berwick with two stations at Berwickshire and East Lothian, there may be scope to extend this service to Newcastle. The Scottish Borders Authority sees no significant housing demand arising from Berwick or its catchment and confirmed it is not seeing demand from developers in those areas.

6. Specific Cross Boundary Issues

6.1. This section outlines the two key strategic cross boundary issues currently facing Northumberland.

Housing and Employment

6.2. Newcastle City Council are concerned about the potential impact of migration arising from Northumberland's housing growth strategy on Newcastle and also the potential increase in traffic on Newcastle's local road network as a result of housing development in the Central and South East Delivery Areas, particularly the Dissington Garden Village proposal.

6.3. They consider that development of such a scale in the Green Belt, and in close proximity to the City Council boundary and growth sites allocated in the Gateshead and Newcastle Core Strategy and Urban Core Plan, needs detailed consideration, particularly in terms of migration patterns, housing delivery, cross boundary infrastructure and transport mitigations. Assessments of the forecast population and migration patterns for Northumberland should take account of proposals at the Garden Village in addition to the plan based growth. Newcastle City Council consider that the Garden Village proposal is likely to have an impact in terms of employment demand and generation with a potentially significant number of residents working in Newcastle rather than Northumberland, and consider that further assessment of the impact of the Garden Village and its role within the wider Core Strategy's economic strategy is therefore warranted.

6.4. Gateshead Council are concerned that the proposed development of around 2,000 homes on Green Belt land at Dissington has the effect of increasing the Plan's housing provision to around 26,000 new homes over the plan period. Gateshead Council believe that the proposed increase in the supply

of allocated housing land in Northumberland is likely to exacerbate the potential negative impacts of the Northumberland Local Plan Core Strategy (NLPCS) for Gateshead.

6.5. The Gateshead and Newcastle Core Strategy and Urban Core Plan (CSUCP) plans to accommodate the full objectively assessed need for housing in Gateshead and Newcastle. However, through its implicit assumption that net migration into Northumberland will increase, it appears that the NLPCS aims to accommodate a portion of housing growth that has already been attributed to Gateshead within the adopted CSUCP. Gateshead therefore question whether there are exceptional circumstances which justify the allocation of greenfield land currently within Northumberland's Green Belt to accommodate housing development. On this basis, Gateshead requested that Northumberland County Council removed the proposed housing allocation at Dissington Garden Village from the Proposed Further Major Modifications of the NLPCS.

6.6. A full explanation of Northumberland County Councils strategy to boost economic growth and deliver housing is explained in the supporting statement "Northumberland Local Plan: Core Strategy Draft Plan Supporting Statement: Housing and Economy". The ability of Northumberland to deliver the proposed level of growth, both in terms of jobs and housing, is assessed and how the level of growth fits within the context of the wider regional economy is considered.

Transport

6.7. Northumberland County Council are keen to increase the connectivity of the County to the wider Tyne and Wear area. The development strategy shows a strong alignment between connectivity and growth as well as infrastructure and investment.There are opportunities to deliver improvements to key public transport corridor to complement the existing public transport services. Officers have met with Nexus, Stagecoach, Arriva, Go North East and Northern Rail and set out aspirations for housing and employment growth around Northumberland towns. Operators have confirmed in principle support to increasing connectivity and making capacity improvements and confirmation that existing capacity exists in order to deal with potential increases in usage of the service. Discussions show a strong alignment between the Councils growth aspirations and those of providers. Existing service provision serves major towns and large developments sites well, across the County. Further dialogue will continue.

6.8. The A696/A167 Airport to City Centre Corridor is recognised as an important corridor in Newcastle and of regional significance and benefit. There are opportunities to deliver improvements to this corridor to complement the existing public transport services rather than compete against them. This includes the potential for a contribution to park and ride improvements and/or expansion at Callerton Parkway Metro Station.

6.9. Improvements to the A696/A167 Corridor has support from Newcastle City Council and the Newcastle International Airport.There is commitment from NCC, Newcastle City Council and Newcastle International Airport to work together on a collaborative corridor study considering the impact of all cross boundary growth impacting on the A696/A167 corridor. This will study key impacts, and then set out physical or management improvement proposals that can form the basis for funding bids to deliver. Linked to this the Independent International Connectivity Report 2017 (see Appendix 9) recommends significant improvements to the strategic highway network including improvements to the A696 and associated junctions that connect to the A1, including the A167.

6.10. The strategic Jacobs report informed the emerging Core Strategy up to Further Major Modifications stage. The data from this study will be used to inform a more detailed study which builds on the Newcastle JMP study. The methodology for the update of this study has been agreed between Northumberland, Newcastle City Council and Highways England and work on this update is underway. Using a shared methodology and building on the existing baseline, the result of this work will be a single study assessing the impacts of development on the local highway within Northumberland and Newcastle as well as on the strategic road network.The determination of the existing baseline will establish the potential impact on the basis of consented planning applications both in Northumberland and Newcastle. The next stage will be to consider the impact of additional development, this represents the remaining sites which form part of the Local Plan. The outcome of this report will support the Plan and help to set the evidence base for the proposed strategic corridor study.

7. Current Position regarding cooperation

7.1. Summary position following cooperation with Prescribed Bodies as at March 2017 is set out below.

No issues/issues resolved	Issues unresolved but discussions ongoing	Issues unresolved

Prescribed Body	**Current Position**
Environment Agency	All issues raised through representation addressed through modifications. No outstanding issues. **Statement of Common Ground being prepared re: NCC Strategic Sites, Howdon Sewage Treatment Works and Dissington Garden Village.**
Historic England	Minor wording modifications suggested to a number of policies to ensure compliance with NPPF. All points addressed through "additional modifications". **Statement of Common Ground being prepared.**
Natural England	Natural England considers the plan to be compliant with national policies that seek to conserve and enhance the natural environment. No outstanding issues.
Mayor of London	N/A
Civil Aviation Authority (no direct discussion with CAA required for Core Strategies but liaising with Newcastle International Airport Ltd)	Objection in principle to the proposed levels of development in Ponteland. A substantial amount of housing development in the Ponteland area will trigger increases in traffic volume that will put pressure on the A696 Prestwick Road Ends and Airport junctions. **It is possible that these matters can be addressed through infrastructure improvements funded by housing developers.** **Northumberland County Council, Newcastle City Council and Newcastle international Airport continue to work together to seek infrastructure improvements to the A696 corridor to overcome concerns.**
The Homes and Communities Agency	No issues.
Northumberland	Northumberland CCG consulted on all stages of the Plan, the Strategic

Clinical Commissioning Group (CCG)	Infrastructure Study and draft Infrastructure Delivery Plan. Meeting held in August 2015 to update on proposals for location and levels of growth in Northumberland, planned investment and future needs.
NHS England	Northumberland Tyne and Wear NHS Foundation Trust Land owned by Northumberland Tyne and Wear NHS Foundation Trust (NTW) forms part of the strategic land allocation at St George's Hospital in Morpeth, but is not included in a planning application (by the HCA) currently under consideration by the LPA for the rest of the allocated land. Objection to major modification MAJ/06/06, Policy 16:Strategic delivery sites. *It is considered that the addition of the text at i), ii), & iii) is not part of the positive preparation of the Local Plan as it refers to something that cannot be conformed to as it has not been prepared, is unnecessary and misleading and should be removed, as it weakens the policy as, in the absence of a policy masterplan a case could be advanced for development outside of the intended allocation. Without the additional text, the policy wording achieves the policy's intention to prevent development outside of the allocation coming forward in advance of proposals within the allocation, risking the viability of the development proposed within the allocation (in line with national policy and guidance). Where the Planning Strategy is minded to include additional wording, this should refer to the emerging policy allocation area rather than an existing or emerging 'masterplan' that does not exist.* The Council consider that the areas has been appropriately master planned and this does not prejudice NTW's site coming forward for development.
Office of Rail and Road	No representations received to the Plan.
Transport for London	N/A
Tyne and Wear Integrated Transport Authority (replaced by NECA)	No representations received to the Plan since Full Draft Plan stage. No issues outstanding.
Highways England	Highways England does not have any significant concerns with the proposed major amendments to the Plan, however need to consider the impact at the A1/ A696 and determine any required interventions and any further policy measures. Highways England generally supportive of the strategic principles for the

	Dissington Garden Village however given that it represents a completely new proposal for the Plan and was not previously considered as part of Highways England's Infrastructure Study, it will be necessary to fill this evidence gap in order to give full consideration to the potential individual and cumulative impact (together with other proposed development in Ponteland) that the Garden Village could have. **Northumberland County Council and the Highways England have agreed a methodology for further study to satisfy Highways England's concerns.**
Highways Authorities (i.e Northumberland County Council)	No issues identified.
The Marine Management Organisation	The MMO has reviewed the document and have no specific comments to make.

7.2. Summary position following cooperation with Other Bodies as at March 2017 is set out below.

No issues/issues resolved	Issues unresolved but discussions ongoing	Issues unresolved

Other Body	**Current Position**
North East Local Enterprise Partnership	No representations received to the Plan.
Northumberland Coast and North Pennines AONB Partnerships	Minor wording modifications suggested to a number of policies, at pre submission stage, to ensure compliance with NPPF. All points addressed through "minor modifications".
North East England Nature Partnership (NEENP)	No representations received to the Plan since Full Draft Plan stage. No issues outstanding.
Coal Authority	The Coal Authority has no specific comments to make on the proposed Major Modifications. No issues outstanding.
Northumbrian Water Ltd	NWL welcome the modifications proposed in the context of sustainable development, flood risk and drainage.

	Statement of Common Ground being prepared that will cover the whole Local Plan. The Statement of Common Ground will also specifically cover NCC Strategic Sites, Major Green Belt deallocations including Dissington Garden Village and Howdon Sewage Treatment Works.
Sport England	No issues outstanding. Sport England is a member of the steering groups set up to oversee work to update the Playing Pitch Strategy and Indoor Facilities Strategy. Active Northumberland are currently progressing work to update these strategies in partnership with Northumberland County Council, Sport England and the relevant sports governing bodies.
HBF	Support for inclusion of text relating to Government's' Housing Standards Review and proposed amendments to Policies 15 and 18. Objection to Policy 2 - the Council should not be seeking to place additional on-site energy requirements upon developers. Objection to proposed changes to affordable housing monitoring and arbitrary 3 year review period. Suggest further amendments. Objection to Policy 19 - varying the affordable housing target through the neighbourhood plan route, and that plan review, if triggered, should be the mechanism to review affordable housing need.

7.3. Summary position following cooperation with Neighbouring Authorities as at March 2017 is set out below.

No issues/issues resolved	Issues unresolved but discussions ongoing	Issues unresolved

Neighbouring Authority	**Current Position**
Newcastle City Council (NeCC)	Concerned about the impact of migration and Northumberland's housing growth strategy for Newcastle and the potential increase in traffic on Newcastle's roads, as a result of housing development in the Central and South East delivery areas, particularly the Dissington Garden Village proposal. "North of Tyne position statement" covering 'transport' prepared November 2016 to support NTC's Examination in Public. **Position statement being prepared between NeCC, GC and NCC.**

	NCC, NeCC and Newcastle international Airport continue to work together to seek infrastructure improvements to the A696 corridor to overcome concerns. Alongside of this, outwith the plan making or decision taking process, a full strategic corridor study considering all growth impacting on the A696/A167 corridor should be undertaken. This study would be a wider study to support the A696/ A167 Airport to Newcastle Strategy, with NCC, NeCC and the region working together to identify funding sources including funding opportunities related to the Airport Enterprise Zone. **Further work has been commissioned. This includes the Jacobs Strategic Transport Assessment update 2017. The CP Viability, Housing Market Impact Assessment 2017 will assess the potential impact of development in Northumberland on that of housing markets in neighbouring authorities. It has been agreed that a further joint assessment to review the findings of this report will be commissioned by NeCC and NCC.**
North Tyneside Council (NTC)	No issues identified. North of Tyne Position Statement prepared November 2016 to support NTC's Examination in Public. Further work has been commissioned. The CP Viability, Housing Market Impact Assessment 2017 will assess the potential impact of development in Northumberland on that of housing markets in neighbouring authorities.
Northumberland National Park Authority (NNPA)	No representations received to the Plan. No issues identified.
Gateshead Council (GC)	Concerns that level of housing growth planned for Northumberland could have negative impact on Gateshead's housing market, upon the sustainable economic growth of Gateshead and on its road network . **Position statement being prepared between NeCC, GC and NCC.** **Further work has been commissioned. This includes the Jacobs Strategic Transport Assessment update 2017. The CP Viability, Housing Market Impact Assessment 2017 will assess the potential impact of development in Northumberland on that of housing markets in neighbouring authorities. It has been agreed that a further joint assessment to review the findings of this report will be commissioned by NeCC and NCC.**
Durham County Council (DCC)	No issues outstanding. Durham County Council look forward to continuing to work with

	Northumberland County Council in accordance with the Duty to Co-operate on cross-boundary and other relevant issues.
Carlisle City Council	No representations received to the Plan since Full Draft Plan stage. No issues outstanding. Carlisle District Local Plan, Inspector's Report July 2016 states "*A notable cross boundary strategic issue is the Hadrian's Wall World Heritage Site (WHS) which traverses the local planning authority areas of Northumberland, Carlisle and Allerdale. The respective policies within the Carlisle, Northumberland and Allerdale Local Plans which relate to the WHS all have the common aim of preserving the outstanding universal value of the site. These policies were derived in part from cross boundary co-operation, and in part from the provisions of the Hadrian's Wall WHS Management Plan, the aims and objectives of which seek the conservation, preservation and management of the outstanding universal value of the WHS, and to protect this value through local plan policies. There are two Areas of Outstanding Natural Beauty (AONB) within the District, (the North Pennines and the Solway Coast). Both AONBs are managed by Partnerships which are part funded by the Council. The adjoining authorities (Allerdale, Eden and Northumberland) and Cumbria County Council have worked with Carlisle City Council to ensure complementary protective policies for these assets are included within their respective local plans. It is clear that there are no strategic cross boundary issues that need to be resolved. There has been positive and constructive engagement with surrounding authorities.*"
Eden District Council	No issues outstanding. Following Duty to Cooperate meetings on 7 November 2012 and 19 May 2014 to consider possible cross border issues, we concluded that there were no significant issues to be addressed at present. Partnership working is already well established through the AONB partnership.
Cumbria County Council	No representations received to the Plan since Full Draft Plan stage. No issues outstanding. As an adjoining Minerals and Waste Planning Authority, meetings and consultation at key stages in Plan preparation and on strategic waste movements have taken place.
Scottish Borders Council	No representations received to the Plan since Issues and Options stage. No issues outstanding. Scottish Borders Council supports cross border linkages through improvements to the East Coast mainline and A1.
South East Scotland Development	No representations received to the Plan.

Planning Authority (SES Plan)	No issues identified.

7.4. Appendix 4 outlines the working arrangements, main actions and outcomes and ongoing cooperation arising from discussions about key strategic issues with high-level working groups, neighbouring Local Planning Authorities and relevant statutory bodies.

8. Ongoing Cooperation

8.1. The Duty to Cooperate requires Local Planning Authorities to constructively and actively engage with relevant bodies as part of an ongoing process.

8.2. Duty to Cooperate working arrangements will continue following the submission of the Plan, particularly to address ongoing concerns raised by neighbouring authorities and Highways England.

8.3. Upon adoption of the Plan, cooperation will continue through to the next phase of delivering the plans policies and proposals, monitoring and review, and through to the preparation of a “Delivery” DPD.

9. Appendices

Appendix 1 - Memorandum of Understanding (June 2014)

Appendix 2 - Regional Position Statement (Spring 2013)

Appendix 3 - North of Tyne Position Statement (November 2016)

Appendix 4 - Summary Tables of Strategic Working (as at March 2017)

Appendix 5 - Governance Arrangements for Strategic Planning in the North East Region

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Appendix 1 - Memorandum of Understanding (June 2014)

MEMORANDUM OF UNDERSTANDING

Duty to Co-operate

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

1. Introduction

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

1.2 Section 33A of the Act introduces a new 'duty to co-operate'. This applies to all local planning authorities in England and to a number of other public bodies including the Marine Management Organisation, Environment Agency, Historic Buildings & Monuments Commission for England, Natural England, Civil Aviation Authority, Homes & Communities Agency, Clinical Commissioning Groups, Office of the Rail Regulator, Highways Agency, Integrated Transport Authorities and Highway Authorities.

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

2. The purpose of our co-operation

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

- Clarify and record the responsibilities of the Partners both individually and collectively; and
- Establish guidelines for joint working going forward in accordance with the governance arrangements set out in the Memorandum of Understanding.

3. Status of the Memorandum of Understanding

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

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

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

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

4. Governance Arrangements

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

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

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

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

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

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

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

5. Scope of Co-operation

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

- The preparation of Local Plans;
- The preparation of other local development documents;
- Activities that can reasonably be considered to prepare the way for activities which any of the above that are or could be contemplated; and
- Activities that support any of the above so far as they relate to sustainable development or use of land that has or would have a significant impact on at least two planning areas, including sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas.

5.2 Engagement for the purposes of 5.1 includes in particular:

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

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

6. Meetings

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

7. Funding and Finance

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

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

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

8. Duration

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

9. Dispute Resolution

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

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

10. Intellectual Property Rights

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

11. Freedom of Information Requests

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

12. Termination

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

12.2. If the Memorandum of Understanding is terminated, the Partners agree that any reports, studies or any other information which has been jointly prepared by the Partners can be used by each of the Partners separately.

13. Signatories

Durham County Council

Leader: _____ Chief Executive: _____

Gateshead Council

Leader: _____ Chief Executive: _____

Newcastle City Council

Leader: _____ Chief Executive: _____

North Tyneside Council

Elected Mayor: _____ Chief Executive: _____

Northumberland County Council

Leader: _____ Chief Executive: _____

Northumberland National Park

Chairman: _____ Chief Executive: _____

South Tyneside Council

Leader: _____ Chief Executive: _____

Sunderland City Council

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Gateshead Council

Leader: _____ Chief Executive: _____

Newcastle City Council

Leader: _____ Chief Executive: _____

North Tyneside Council

Elected Mayor: M. Redfearn Chief Executive: _____

Northumberland

Northumberland County Council

Leader: _____ Chief Executive: _____

Northumberland National Park

Chairman: _____ Chief Executive: _____

South Tyneside Council

Leader: _____ Chief Executive: _____

Sunderland City Council

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Gateshead Council

Leader: _____ Chief Executive: _____

Newcastle City Council

Leader: _____ Chief Executive: _____

North Tyneside Council

Elected Mayor: _____ Chief Executive: _____

Northumberland County Council

Leader: Grant Davey Chief Executive: DIRECTOR

Northumberland National Park

Chairman: _____ Chief Executive: _____

South Tyneside Council

Leader: _____ Chief Executive: _____

Sunderland City Council

Leader: _____ Chief Executive: _____

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Leader: Chief Executive:

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Northumberland

Northumberland County Council

Leader: Chief Executive:

Northumberland National Park

Chairman: Chief Executive:

South Tyneside Council

Leader: Iain Malcolm Chief Executive: Martin Swales

Sunderland City Council

Leader: Chief Executive:

Leader:

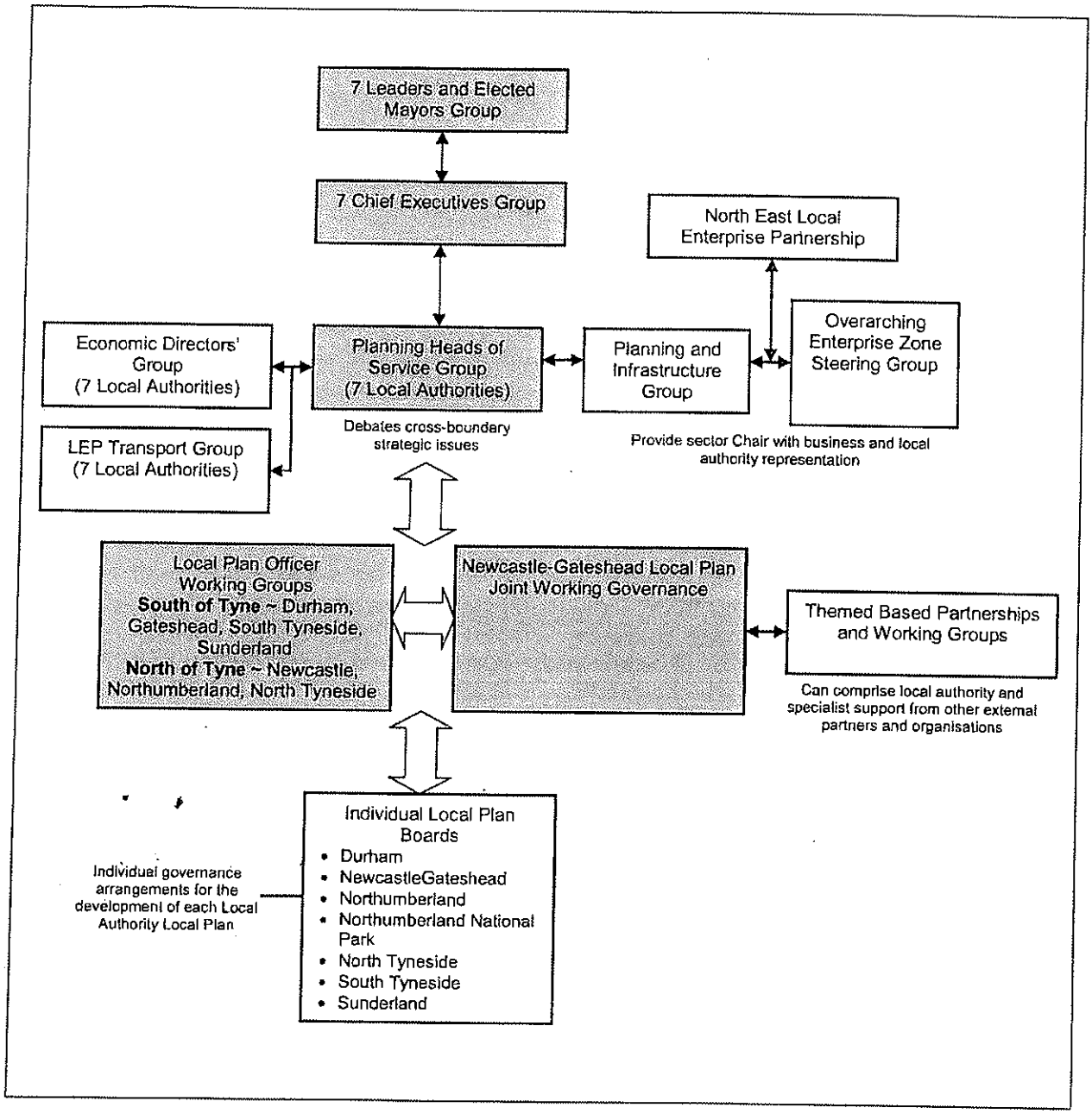
Sunderland City Council

Leader:

Chief Executive:

DATE OF AGREEMENT : 6 JUNE 2014

Duty to Co-operate Governance Structure 'Flowchart'



Appendix 2 - Regional Position Statement (Spring 2013)

APPENDIX ONE – POSITION STATEMENT – Spring 2013

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

Introduction

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

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

Population and Housing setting future housing requirements

3. Methodology

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

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

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

Table 1: Estimates of Future Housing Requirements May 2013

	Proposed Housing Numbers (20 years) (Net)	Average dwellings per annum (Net)
Durham	30,000	1,500
Gateshead	10,700	535
Newcastle	18,670	934
Northumberland	14,440–24,090	722-1,205
North Tyneside	10,000-17,000	500 – 850
South Tyneside	8,720-10,720	436-536
Sunderland	15,000	750
Total NELEP Area	107,530 – 126,630	5377 - 6332

7. All 7 authorities seek to retain or encourage growth to support sustainable economic growth, maintain a proportion of economically active population, accommodate the trend of ageing population profiles and to meet objectively assessed needs. In some instances it may be necessary to claw back economically active households from adjoining authorities

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

9. <u>The Supply of Housing Land</u>

10. Upon examination or adoption of a Local Plan document that sets housing requirements, Local Authorities would be required to demonstrate a supply of deliverable housing land for the next five years (with a buffer of 5% or 20%1) to ensure choice and competition in the market; and that sufficient developable housing sites and capacity within broad areas will come forward for development to meet requirements for the fifteen year plan period. At adoption if a Local Plan could not demonstrate that a strategy for sufficient land to come forward for development, the plan would be at risk of being found unsound.

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

12. Designations, such as Green Belts that were discounted from earlier Strategic Housing Land Availability Assessments (SHLAA) are now increasingly being considered as potentially viable options to help deliver a 5 year housing requirements and meet 5 and 15 year land supply targets. The NPPF requires that 'viability' of delivery is a SHLAA

[1] 20% applies where there is a record of persistent under delivery.

assessment criteria, though the application of this in updating individual SHLAAs remains varied and once completed may affect the housing land supply. Each authority must plan for their own identified needs first within their local authority area. If they cannot meet their need they can enter into discussions with adjoining authorities to establish whether they can accommodate the identified need.

13. **Further Work Area**: Previously, the North East Authorities agreed a standard SHLAA methodology. Revisiting this methodology would make sense to reappraise and confirm approaches regarding :
    - Defining deliverable sites
    - Assessing viability
    - Setting the 5 year housing requirement
    - Handling underperformance and determining 5% and 20% buffers

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

15. Affordable Housing

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

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

18. Gypsies and Travellers and Travelling Showpeople

19. Plans must evidence and identify the needs for this specific housing sector including gypsies, travellers and travelling show people.
    Further Work Area: The Northumberland Gypsy and Travellers Accommodation Assessment (2008) only provides evidence for the period 2008-18 and will also require an update to cover the entire plan period. The Tyne and Wear Gypsy and Traveller Accommodation Needs Assessment (2009) only also only provides evidence for the 2008-18 period. This evidence is in the process of being updated on an individual or joint basis. It will remain important that 7 Local Authorities work on an agreed shared approach to the studies. Pending the outcome of the range of updates to the Gypsy and Traveller Accommodation Assessment, further work will be required for Local Authorities to develop an agreed approach to making sufficient provision for Gypsy and Travellers across the NELEP area.

Economic Growth and planning for jobs

Policy Approach

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

Functional Economic Areas

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

22. The above report indicates that these broad functional economic areas (not including the Tees Valley for the purposes of this paper) comprise:
    - The area around Berwick on Tweed;
    - The area around Alnwick and Morpeth, including South-East Northumberland and west Northumberland;
    - Newcastle, Gateshead and North Tyneside;
    - Sunderland and South Tyneside;
    - City of Durham and the A1 Corridor.;
    - A19 Corridor including Seaham and Peterlee; and
    - The area around Bishop Auckland and Barnard Castle.

Rail, Road Freight Storage and Distribution

23. Across the region, there are five proposals for freight distribution services.
    - A Green Belt release at South of Follingsby Lane, Gateshead for road freight.
    - A Green Belt release at Wardley Colliery to the East of Follinsby Park within South Tyneside for primarily rail freight.
    - Newton Park south of Newton Aycliffe, Durham for rail freight and distribution centre.
    - Tursdale, Bowburn, Durham as a road and rail freight interchange.
    - Weetslade, North Tyneside for storage and distribution

North East Enterprise Zone

24. The NELEP area's Enterprise Zone was initially agreed in August 2011. It is hoped to generate at over 7,000 net additional jobs in the next 10 years focusing on quality jobs

and supporting infrastructure covering 115ha, capturing the benefits of the low carbon economy, with potential for a further 40ha extension. The principal locations are sites next to the A19 in Sunderland for the production of ultra low carbon vehicles and the River Tyne North Bank sites and Blyth Estuary which will support the offshore renewables, engineering, maritime and energy sectors.

Justification – Evidence Base

25. Official national statistics[2] (2012) indicate that the North East has the highest value of goods exports relative to the size of its economy. It has the highest percentage employed in the public sector and the lowest gross household income per head of the English regions. In 2009 manufacturing industries generated 14 per cent of the region's total GVA, more than any other sector in the region. The region's employment rate was the lowest in England at 66.2 per cent for Q4 2011; North Tyneside had the highest employment rate at 72.6 per cent.

26. All 7 local authorities have used economic growth modelling in their employment land studies to forecast how many jobs they would potentially need to provide job growth and how much land would be required to accommodate these jobs. They have also considered the quantity and quality of their portfolios of sites and premises to meet future demand. To ensure job forecasts are aspirational but realistic, a number of methods are utilised such as:
    - Econometric growth scenarios;
    - Employment targets, linking in with population projections and migration rates;
    - Historic take-up rates; and
    - Consultation with businesses and the commercial development industry.

Delivery

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

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

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

[2] ONS Regional Profiles - Economy - North East (including Tees Valley), May 2012

specified within the Orders and consequently remove the requirement for a developer to submit an application for planning permission.

Transport and Infrastructure

Partnership working between Local Authorities.

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

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

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

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

Partnership Working with the Highways Agency

33. Pilot Route Based Strategy

34. The North East recently secured a 'Pilot' Route Based Strategy for the A1 from Junction 62 in Durham, to the Seaton Burn Junction in Northumberland. The purpose of the route based strategy is to define the investment strategy for the network on a route by route basis. Key objectives of the strategy are to:
    - Form the basis for the assessment of funding for the strategic road network (SRN) for the next spending review period;
    - Set out on a route basis what will be required to meet the Government's outcome based specification;
    - Address road based issues on the SRN; and

- Be a mechanism to engage with local stakeholders, such as NELEPs, Local Authorities and Highway Authorities, to bring together national and local priorities to inform what is needed for the route;

35. Highways Agency Pinch Points Fund

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

37. Tyne and Wear Meso Model

38. The model has been developed in close co-operation with planning departments across Tyne and Wear has been developed to:
    - Cover the Strategic Road Network within Tyne and Wear;
    - Incorporate both 'Weekday Morning Peak Period' and 'Weekday Evening Peak Period' demands from Automatic Number Plate Recognition data, enable further ongoing refinement;
    - Be calibrated and validated for a 2010 base year; and
    - Be used to test impacts of various proposals on the SRN, principally Local Development Framework aspirations, but also Pinch Point Programme and other interventions.

Local Major Schemes Devolution Process

39. The seven local authorities and the Integrated Transport Authority in the NE LEP area meet on a monthly basis to develop a prioritised programme of local major schemes for submission to Department for Transport in July 2013. The Senior Officers' Transport Advisory Group (SOTAG) meets to:
    - Provide a forum for discussion of strategic transport issues that includes representation from all seven local authorities and the ITA/PTE in the Local Enterprise Partnership area.
    - Provide effective advice to the *Local Transport Body (LTB)* on establishing a programme of local major scheme priorities for delivery beyond 2015;
    - Provide guidance to the LTB on the most effective governance and assurance framework to deliver such a programme of local major transport schemes;
40. The North East *Local Transport Body* has been proposed as part of an Assurance Framework submitted to Department for Transport and agreed by the prospective authorities' Cabinets / Delegated Decisions. The NELTB will be an unincorporated association (informal partnership). It will initially be made of two distinct types of membership: voting members and non-voting members. Voting members of the NELTB will be responsible for:
    - Identifying a prioritised programme of major scheme investment within the available budget;
    - Ensuring value for money is achieved across the programme;

- Making decisions on individual scheme approvals, investment decision making and release of funding, including scrutiny of business cases;
- Monitoring progress of scheme delivery and spend; and
- Actively managing the devolved budget and programme to respond to changed circumstances (scheme slippage, scheme alteration, cost increases etc).

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

Rail Devolution Process

42. The Rail Devolution Steering Group.

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

North East Smart Ticketing Initiative

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

Urban Traffic Management Control (UTMC) and Traffic Signals

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

46.

Further Work Area:

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

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

49. Metro Improvements - in partnership with Nexus:

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

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

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

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

54. Delivering the Bus Strategy

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

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

57. Strategic sites for rail freight,

58. The Rail Freight Partner Group is a subdivision of the Tyne and Wear Freight Partnership. Representative stakeholders from the rail freight industry, or with an interest in rail freight, attend twice-yearly meetings to discuss the opportunities and barriers for rail freight in the North East and particularly in Tyne and Wear. The Rail Freight Partner Group aims to grow the volume of goods moved in this region by rail where it is environmentally and economically beneficial to do so. It seeks to provide information and promote awareness about rail freight options, and to bring together groups with a common interest in the subject. Although a subdivision of Tyne and

Wear's Freight partnership, representatives are invited from Northumberland and Durham councils. – Extension of the broader freight partnership to Durham and Northumberland could assist in co-operation on freight matters – Durham and Northumberland are already invited to this.

North East Highways Alliance

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

60. Community Infrastructure Levy (CIL)

- Review of cross boundary CIL funding for infrastructure to support growth
- Review consistency of CIL rates

61. Shopping, Leisure and Tourism

- There are no major issues.

62. **Minerals and waste**

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

63. **Renewable energy**

- There are no major issues

64. Green Infrastructure

- There are no major issues.

65. Waste water treatment

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

66. Healthcare.

- There are no major issues.

67. Education

- There are no major issues

68. Utilities

- There are no major issues

Appendix 3 - North of Tyne Position Statement (November 2016)

North of Tyne Position Statement

North Tyneside Local Plan

Examination in Public

November 2016

1 Introduction

1.1 This position statement seeks to summarise and bring together the latest information regarding joint working and the cross boundary co-operation between North Tyneside, Northumberland and Newcastle.

1.2 Newcastle and North Tyneside form part of the Tyne and Wear conurbation and have significant population and employment provision in a broadly continuous area along the north bank of the River Tyne. North Tyneside's relationship to Northumberland is primarily focused upon south east Northumberland and the corridor created by the A189 connecting Cramlington, Blyth and Ashington with Tyneside. This is amongst the most densely populated areas of Northumberland and is additionally the economic and industrial heart of the County. To the west and north Morpeth, Alnwick and Ponteland form traditional market and county towns with good levels of prosperity and attractive locations to live.

2 North East and North of Tyne Co-operation

2.1 As part of the structure established through the North East Combined Authority and Local Enterprise Partnership, North Tyneside has worked closely with all its neighbouring Local Authorities including Newcastle City Council, Northumberland County Council, South Tyneside Council, Gateshead Metropolitan Borough Council, Sunderland City Council and Durham County Council.

2.2 Particularly as part of the North of Tyne working group the Authorities of Northumberland, Newcastle and North Tyneside have engaged regularly throughout preparation of the North Tyneside Local Plan. This engagement has sought to consider the strategic cross boundary implications of proposed growth and subsequent infrastructure requirements.

2.3 A detailed outline of the structure and processes that are in place to facilitate co-operation across the North East and a record of engagement and discussion held is outlined within the submitted Duty to Co-operate Statement and supporting Appendices – (Document NT03/4/1 and NT03/4/2)

3 Population and Employment Growth

3.1 The balance and implications of various levels of growth in population between North Tyneside, Newcastle and Northumberland is a cross boundary issue for the Authorities that has been considered through the duty to co-operate.

3.2 All three authorities have a housing market area that extends across boundaries. Separate Strategic Housing Market Assessments (SHMAs) have been prepared for each authority but a process of joint working has been undertaken by each authority when preparing their documents to ensure the cross boundary relationships are considered and are understood.

3.3 The following outlines the work undertaken by each authority and the cross boundary relationships that have been taken into consideration.

- **Newcastle City Council**: NewcastleGateshead's 2013 report Long Term Employment and Demographic Projections, prepared by St Chads, Durham University (Document EX/NTC/29) provides an outline of adjustments incorporated into Newcastle's evidence of housing need. This report incorporated an adjustment to growth based upon an assessment that increased provision of family housing in Newcastle would reduce out-migration to North Tyneside and reduce reliance upon in-commuting to Newcastle. The NewcastleGateshead Core Strategy was subject to examination in public in 2014 and adopted in 2015. The Inspectors report noted and was satisfied that through this approach Newcastle had co-operated appropriately in preparation of the Core Strategy (Document EX/OTH/1)
- **Northumberland County Council**: The Northumberland SHMA is informed by the 2015 County-Level Demographic Analysis & Forecasts, Edge Analytics, July 2015 (Document EX/NTC/28). Northumberland are seeking to retain and

increase the working age population and have assessed the implications of potential increases in in-migration from North Tyneside.

- **North Tyneside Council**: The North Tyneside evidence base informing its submitted Local Plan is informed by a range of scenarios prepared by Edge Analytics within the Demographic and Household Forecasts Study 2015 (Document NT07/5) and the consideration with the Strategic Housing Market Assessment. Continued shifting in the balance between working population and workplace job growth in North Tyneside would improve balance between employed residents and employees.

3.4 The core implications of growth in North Tyneside are to reduce the reliance upon Newcastle as a place for work. The ongoing development of employment opportunities in North Tyneside that are easily accessible to residents of Northumberland, and the further development of employment opportunities in Northumberland would strengthen the travel to work and housing market relationship with South East Northumberland.

3.5 The Authorities agree that the proposed North Tyneside Local Plan accords with their respective strategies, reflects each areas priorities and achieves an appropriate balance in terms of population, migration, jobs growth, and commuting.

3.6 Specifically for Newcastle and North Tyneside it is agreed that the Local Plan enables and supports delivery of the strategy set out within the adopted NewcastleGateshead Core Strategy; that is for population growth, and growth of working age residents, to exceed job growth. For Newcastle this enables an overall reduction in reliance upon in-commuting to Newcastle from elsewhere.

3.7 Meanwhile, it is agreed that with Northumberland the North Tyneside Local Plan is consistent with Northumberland's objectives to grow and diversify the county's economy, extend choice in the housing market and to stem the projected decline in working age population. The Northumberland and North Tyneside strategies lead to a reduction in the ratio of employed residents to jobs in each authority, as

a result of realistic assumptions regarding future job creation in each area. The net result of the interactions between the two authorities would include a greater number of those employed in North Tyneside being accommodated in Northumberland.

The impact of the 2014 based projections

3.8 North Tyneside Council in response to publication of the 2014 based population and household forecasts has commissioned an update by Edge Analytics of its forecasts for housing growth, Demographic and Household Forecasts Update 2016, Edge Analytics (Document: EX/NTC/5). The evidence of housing need for Northumberland County Council uses the 2012 based population and household forecasts as a starting point whilst the adopted NewcastleGateshead Core Strategy uses the 2011 based interim population and household projections.

3.9 The Edge Analytics 2016 Update indicates that for North Tyneside there would be a reduction in growth in population and households when compared to the previous projection. However, North Tyneside's preferred scenario, incorporating Jobs Led Medium SENS3 growth continues to allow for the growth of 654 jobs and an overall reduction in the Borough's commuting ratio from 1.15 to 1.05. It is therefore agreed that should an alternative housing requirement for North Tyneside be pursued based upon the 2014 based household and population projection there would be no material impact upon the strategic outcomes for population and employment growth considered through the duty to co-operate process.

4 Economic Spatial Strategy

4.1 The three Authorities agree that North Tyneside, Newcastle and Northumberland share, particularly to south east Northumberland strong connections as a functional cross boundary labour market. With a focus upon the relationship between North Tyneside and its neighbours the following locations provide key locations for employment and future growth:

- Newcastle City Centre.
- The North Tyneside Business Parks focused upon the A19 Economic Corridor.
- Quorum and Balliol Business Parks and Weetslade Industrial Estate
- The River Tyne corridor – extending from Newcastle to North Shields.
- The associated Enterprise Zones of North of Tyne and Blyth.
- Newcastle International Airport, and
- Cramlington Industrial Estates

4.2 The North Eastern LEP Strategic Economic Plan (SEP) (Document Ref: NT05/5) provides the current regional context within which the economic priorities for the area are expressed. The anticipated outcomes of the North Tyneside Local Plan are recognised as being in alignment with the objectives of the wider north east and Newcastle and Northumberland.

5 Transport

North Tyneside is closely connected to Newcastle and Northumberland by public transport, road and also from many areas by high quality walking and cycling routes. The Tyne and Wear metro, an extensive and well developed bus network, and well developed on and off-road paths all enhance the opportunities to travel quickly and easily for leisure, recreation and employment quickly and easily between North Tyneside, south east Northumberland and Newcastle. This means for residents of North Tyneside locations within the wider Tyne and Wear conurbation are highly accessible. The Tyne and Wear metro and frequent bus services additionally provide high quality access to employment and leisure opportunities within North Tyneside between the coast, riverside, town centres and key employment centres of the A19 Economic Corridor.

5.1 All Authorities agree that managing the impact of growth upon the road network, providing appropriate improvements and mitigations where necessary and encouraging alternative, sustainable transport modes is a priority.

5.2 For the Strategic Road Network (SRN) each area has worked closed with Highway's England to consider the impact of growth and potential mitigations. For North Tyneside the primary SRN relationship arising from the Plan is with Northumberland and traffic using the A19. Alongside the Position Statement that North Tyneside has agreed with HE (Document: EX/JPS/1) that identifies improvements required to the A19 from Northumberland through North Tyneside and south into Sunderland, Northumberland are working closely with Highways England to ensure the impact of proposals for growth in Northumberland can be managed.

5.3 North Tyneside have undertaken modelling to consider the impacts of the Local Plan upon the local road network and shared this with Newcastle City Council and Northumberland County Council. It is agreed that proposals provided within the North Tyneside Local Plan and Infrastructure Delivery Plan will effectively manage the road network. The likely implications of road traffic growth arising from the North Tyneside Local Plan and proposed mitigations are consequently recognised and understood.

5.4 Each of the Authorities share objectives to encourage sustainable travel and mitigate the impacts upon communities and the environment of commuting by private car. Proposals for additional bus services, additional metro stations and connections within North Tyneside associated with housing and employment growth is recognised and supported as a means of ensuring sustainable growth across the North of Tyne area.

5.5 The proposed introduction of the Ashington Blyth and Tyne passenger rail connection would strengthen rail links from south east Northumberland to Newcastle City Centre. The route of the line passes through North Tyneside connecting with existing freight lines close to Northumberland Park metro station. The opportunity presented for a station on the Ashington, Blyth and Tyne service in North Tyneside would provide additional public transport capacity that would further enhance opportunity for sustainable travel between Northumberland, North Tyneside and Newcastle.

6 Education

6.1 Newcastle and North Tyneside agreed a cross-boundary position statement in 2014 regarding implications of proposed development to the north and west of Newcastle with North Tyneside and potential shortage of spaces. This position is included within Supporting Statement 6: Duty to Co-operate (Document NT03/4/1) and is agreed to continue to express the position between the Authorities on this issue.

7 Water Infrastructure

7.1 Howdon Waste Water Treatment Works located within North Tyneside serves Newcastle and parts of Northumberland as well as Gateshead and South Tyneside. An established Position Statement between the Authorities and Northumbrian Water Ltd (NWL), noted within the North Tyneside Infrastructure Delivery Plan (Document: NT10/1) and Supporting Statement 6: Duty to Co-operate, outlines potential issues regarding capacity and headroom to accommodate future development. The agreed position statement outlines the importance of managing and separating discharge of surface water to the foul water system enable to accommodate future growth.

7.2 All Local Authorities have agreed to undertake an approach that works in partnership with NWL to manage and deliver appropriate projects to provide additional headroom and incorporate appropriate management policies into Core Strategies and Local Plans.

8 Coastal Management

8.1 North Tyneside and Northumberland share a boundary on the North Sea coast. The Authorities have engaged in specific discussions, reference within Supporting Statement 6: The Duty to Co-operate on the policy response to managing development along the coast and the management of biodiversity protection and enhancement associated with the Northumberland Coastline Special Protection Area.

8.2 In undertaking preparation of its Habitat Regulations Assessment and Appropriate Assessment the presence of international designated sites across has been considered by North Tyneside in preparation of its Local Plan and site selection and through preparation of the Northumberland Core Strategy.

8.3 It is agreed that the approach to management between each authority is co-ordinated and effectively addresses shared management of the Coast.

9 Green Infrastructure and Biodiversity

9.1 North Tyneside, Northumberland and Newcastle share a number of green infrastructure assets and designated sites of biodiversity value that cross or lie close to Authority boundaries. As already noted the Northumberland Coastline Special Protection Area is an international cross border designation where specific joint working has been undertaken.

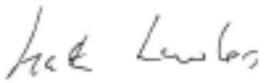
9.2 For wider green infrastructure and biodiversity, discussion between the three Authorities to ensure an appropriate and co-ordinated response a specific Green Infrastructure North of Tyne officer working group met during preparation of each areas Plan. The North Tyneside Green Infrastructure Strategy and formation of defined wildlife corridors was prepared with direct support and engagement of the Newcastle City Council Biodiversity Officer. The wildlife corridors and areas of biodiversity protection identified within the North Tyneside Local Plan respect and support the objectives of Northumberland and Newcastle key sites of biodiversity value.

9.3 The Authorities agree that the provisions of the North Tyneside Local Plan are consistent with the priorities of Northumberland and Newcastle and seek to protect and enhance biodiversity value.

Signature: 

Date: 4 November 2016

Mark Ketley, Head of Planning Services, Planning and Economy, Northumberland County Council

Signature: 

Date: 4 November 2016

Signature: 

Date: 4.11.16

Phil Scott, Head of Environment, Leisure and Housing, North Tyneside Council

Appendix 4 - Summary Tables of Strategic Working (as at March 2017)

Appendix 4: Summary tables of strategic working – March 2017

Strategic issue: Housing and population

Local Plan issue and evidence	Strategic partners	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Scale and location of new houses: • Population and Household Forecasts • Migration assumptions • SHMA • SHLAA • Strategic Land Review	Newcastle (NCL) and North Tyneside (NT) LPAs	• North of Tyne working group set up at a meeting on 12/06/12 consisting of senior representative of NCC, NCL and NT planning policy teams. Meet monthly/bi-monthly with several sub-groups to discuss key issues. • Regular North of Tyne working group meetings, commencing 20/08/12 and consisting of senior representatives of NCC, NCL and NT planning policy teams • Regular Housing, Population and Economy meetings held from 20/08/12 to discuss detailed matters, including evidence base production and assumptions • Northumberland and North Tyneside Member meetings were held on 21/08/13 and 18/11/14 • Agreed at a North of Tyne DtC meeting (23/03/15) to recommence Housing and Population meetings with a view to preparing a position paper. Meetings held on 16/04/15 and 23/09/15 • Heads of Planning from the NELEP member authorities have met at least quarterly since 19/01/12 to discuss high-level, cross-boundary planning issues • Approx. quarterly North East Combined Authority (NECA) meetings attended by heads of service to discuss housing sites of regional importance and around devolution issues (first meeting 05/12/14). • Specific NCL/GHD/NCC meetings set up commencing July 2016 to discuss NCL/GHD housing/migration and transport	• 7 August 2012: Proposed scope of strategic issues that should be covered in North of Tyne workshop circulated by e-mail , including housing and population • 16 Oct 2012: Discuss opportunities for aligning SHMAA and SHLAA work, including viability assumptions • 22 Nov 2012: Shared GIS shapefiles of housing sites (with permission, u/c and in the SHLAA) with NT and NCL • 10 Jan 2013: Continue to include discussion of SHMA and SHLAA work, including viability assumptions within Housing & Economy meeting, with Newcastle sharing their work on viability assumptions. • June 2013: Regional Position statement agreed by Chief Executives and Leaders outlining cooperation on key DtC issues, including housing requirements, affordable housing, G&T and population projections • 21 August 2013: Joint NCC and NT Member meeting held, where agreement reached that NCC could take some of NT unmet objectively assessed housing need • Feb 2014: Joint maps produced showing housing and employment sites of regional importance and those that straddle DtC boundaries • 24 April 2014: Housing and Population meeting to share most recent housing population evidence base work, with view to producing joint position statement • 18 November 2014: Joint NCC and NT Member meeting held, where agreement reached that NCC would meet some of NT unmet objectively assessed housing need • Dec 2014: Joint statements in NT and NCC's individual draft SHMAs that recognises the housing market links between the two LPAs • 23 March 2015: Creation of housing and population sub-group to look in detail at joint housing and population issues and prepare position statement.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA meetings to ensure that housing policy approaches align • Preparation of joint position statement/statement of common ground with NCL/Gateshead on Housing/Migration and Transport • Joint position statement with NCL/NTC (November 2016) to support NTC EiP. • Invited to comment on all stages of Local Plan consultation

Local Plan issue and evidence	Strategic partners	Joint working arrangements	Outcomes and actions	Ongoing cooperation
		concerns.	• 16 April 2015: Housing and Population meeting to share most recent housing population evidence base work, with view to producing joint position statement • Newcastle participation in NCC SHMA workshop on 21 August 2015 (represented by Gateshead) • 23 September 2015: Housing, Population and Employment meeting, including representative from Gateshead, to discuss migration assumptions in Core Strategy • North of Tyne meetings largely replaced by Duty to Cooperate workshops hosted by PAS (November 2015 - July 2016) focussing on a possible NE Planning Framework and North of Tyne EiP (November 2016). • August 2016 – ongoing: Series of meetings to progress position statement/statement of common ground on migration and transport impacts of Core Strategy and Garden Village proposals. • NCC participation in NCL/GHD SHMA workshop on 7 February 2017.	
	Gateshead LPA	• Discussions on housing and population as part of general DtC meetings • Initial meeting held on 22/04/13 to discuss cross border issues. • Heads of Planning from the NELEP member authorities have met at least quarterly since 19/01/12 to discuss high-level, cross-boundary planning issues • Approx. quarterly North East Combined Authority (NECA) meetings attended by heads of service to discuss housing sites of regional importance and around devolution issues (first meeting 05/12/14). • Specific NCL/GHD/NCC meetings set up commencing July 2016 to discuss NCL/GHD housing/migration and transport concerns.	• 22 April 2013: Agreed at meeting that at early stages of plan production and therefore unable to ascertain whether there were any cross border issues with Gateshead that warranted individual DtC discussions beyond the programmed Heads of Planning meetings. Possible key issues identified for further discussion included population and housing • June 2013: Regional Position statement agreed by Chief Executives and Leaders outlining cooperation on key DtC issues, including housing requirements, affordable housing, G&T and population projections • Gateshead participation in NCC SHMA workshop on 21 August 2015 • 23 September 2015: Housing, Population and Employment meeting, including representative from Gateshead, to discuss migration assumptions in Core Strategy. • August 2016 – ongoing: Series of meetings to progress position statement/statement of common ground on migration and transport impacts of Core Strategy and Garden Village proposals. . • NCC participation in NCL/GHD SHMA/GTAA workshop on 7 February 2017..	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA meetings to ensure that housing policy approaches align • Preparation of joint position statement/statement of common ground with NCL/Gateshead on Housing/Migration and Transport • Invited to comment on all stages of Local Plan consultation

Local Plan issue and evidence	Strategic partners	Joint working arrangements	Outcomes and actions	Ongoing cooperation
	Northumberland National Park LPA	• Meetings with NPPA on DtC issues (first meeting 23/08/12) • NNPA attendance at North of Tyne working group meetings (from July 2015)	• 23 August 2012: Agreed that important for Core Strategy to allow an appropriate level of housing development in gateway settlement to the National Park whilst having regard to the special qualities and statutory purposes of the NP • 2 Dec 2013: Housing issues discussed as part of a DtC meeting. NCC discussed opportunities to prepare a joint SHLAA with NNPA • May 2014: Shared information regarding North East MoU with NNPA and identified potential need for separate MoU between NCC and NNPA • 28 Jan 2015: NCC officers updated NNPA members on preferred Core Strategy approach to housing and invited to make comments on this approach • 13 May 2015: Agreed to share population and housing evidence base work with NNPA • 9 March 2016: NNPA did not submit any comments at the Pre Submission Draft consultation, and confirmed that they do not have any outstanding issues with regards to the Northumberland Core Strategy.	• Potential for MoU and Joint Position Statement will be looked into. Ongoing joint working arrangements ensure that policy approaches in relation to the delivery of housing, employment and services in gateway settlements align • Invited to comment on all stages of Local Plan consultation
	Durham LPA	• Regular DtC meetings since October 2012	• 14 November 2013: Both LPAs using Edge Analytics for population and household modelling work. County Durham SHMA identifies County Durham as a single housing market area. • 25 June 2014: meeting on population and assessing plan viability. Key issues encountered and lessons learnt between the authorities were shared. Issues emerging and case law from other plan examinations was also discussed. • 31 August 2016: It was agreed that there are no direct conflicts/cross border issues with respect to population and household modelling assumptions.	• Ongoing joint working arrangements • Invited to comment on all stages of Local Plan consultation
	Scottish Borders LPA and SESplan Authority	• Agreed at an initial meeting (10/06/14) that no formal timetabling of meetings needed to take place. Agreed to meet if and when any cross border issues arise.	• Concluded at an initial meeting (10/06/14) that Berwick is the main cross border area in relation to housing. However, SBC nor SESplan see any significant demand arising from developers in the Berwick area and its catchment.	• Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual local authority meetings • Invited to comment on stages of Local Plan

Local Plan issue and evidence	Strategic partners	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Assessing needs for Gypsies and Travellers: • Gypsies and Travellers Accommodation Assessment	North of Tyne LPAs, Gateshead, Durham, Cumbria, Eden and Carlisle LPAs	• NCC attendance at quarterly Cumbria Development Plan Officer Forum meetings (first meeting 13/12/12) • Discussions on Gypsies and Travellers Accommodation Assessment at general DtC meeting with Cumbrian authorities on 19/05/2014 Regular DtC meetings with Durham since October 2012	• 19 May 2014: Gypsies and Travellers Accommodation Assessment emerged as a potential cross border issue during the meeting with Cumbrian authorities. Agreed that the should Northumberland's Gypsy and Travellers Accommodation Assessment highlight any particular cross border issues, particularly in relation to provision of transit sites, then further discussions would need to take place. • Alignment of Local Plan policies on provision of Gypsy, Roma and Traveller accommodation • 14 November 2013: Consultants appointed to undertake DCC GTAA assessment concluded that demand equals supply and therefore DCC do not have an identified need. • NCC participation in NCL/GHD SHMA/GTAA workshop on 7 February 2017.	• Alignment of Local Plan policies on provision of Gypsy, Roma and Traveller communities. • Ongoing joint working arrangements through the Cumbria Development Plan Officer Group and individual Local Authority meetings where required.

Strategic issue: Retail, leisure and other commercial provision

Local plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Providing suitable employment land and supporting retail and economic growth: • Employment growth assumptions • Employment Land Review • Employment demand study • Retail and TC Study	Newcastle and North Tyneside LPAs	• Regular North of Tyne working group meetings, commencing 20/08/12 and consisting of senior representatives of NCC, NCL and NT planning policy teams. Employment, retail and economic growth are discussed at these meetings • Regular Housing, Population and Economy workshops held from 20/08/12 to discuss detailed matters, including evidence base production and associated assumptions • Northumberland and North Tyneside Member meetings were held on 21/08/13 and 18/11/14 • Agreed at a North of Tyne DtC meeting (23/3/15) to recommence Employment and Retail meetings with a view to preparing a position paper. Meetings held on 31/03/15	• 7 August 2012: Proposed scope of strategic issues that should be covered in North of Tyne workshop circulated by e-mail, including economic growth • 22 Nov 2012: Shared GIS shapefiles of employment sites (inc deallocations, LDOs and BEREZ) with NT • June 2013: Position statement agreed by Chief Executives and Leaders outlining cooperation on key DtC issues, including employment, retail and economic growth • 21 August 2013: Joint NCC and NT Member meeting held, where agreement reached that NCC could take some of NT unmet objectively assessed housing need • Feb 2014: Joint maps produced showing housing and employment sites of regional importance and those that straddle DtC boundaries • 12 March 2014: Employment and Retail meeting to share most recent employment and retail evidence base work and prepared a provisional joint position paper on retail that considers retail hierarchies and the potential scope of retail	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA meetings to ensure that employment and retail policy approaches align • Joint position statement with NCL/NTC (November 2016) to support NTC EiP covering 'employment growth'. • Invited to comment on all stages of Local Plan consultation

Local plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
		and 23/09/15 • Heads of Planning from the NELEP member authorities have met at least quarterly since 19/01/12 to discuss high-level, cross-boundary planning issues • Approx. quarterly North East Combined Authority (NECA) meetings attended by heads of service to discuss housing sites of regional importance and around devolution issues (first meeting 05/12/14). •	sites across the North of Tyne area • 12 March 2014: Employment and Retail meeting to share most recent employment and retail evidence base work and prepared a provisional joint position paper on employment land that considers general market segments and the availability of employment sites across the North of Tyne area • 31 March 2015: Employment and Retail meeting to share most recent employment evidence base work, with view to producing joint position statement. • 31 March 2015: Employment and Retail meeting to share most recent retail evidence base work. Discussed individual approaches to retail strategy and policies and preliminary agreed that no strategic cross border issues pending outcome of additional retail evidence base work. Agree d to produce joint position statement • 23 September 2015: Housing, Population and Employment meeting, including representative from Gateshead, to discuss employment growth assumptions in Core Strategy	
	Northumberland National Park LPA	• Meetings with NPPA on DtC issues (first meeting 23/08/12) • NNPA attendance at North of Tyne working group meetings (from July 2015)	• 23 August 2012: Agreed that important for Core Strategy to allow an appropriate level of employment development in gateway settlement to the National Park whilst having regard to the special qualities and statutory purposes of the NP • 2 December 2013: NNPA informed of NCC's intention to deallocate a small amount of employment land in Bellingham. Reservations raised by one parish council member about this approach to be considered. • May 2014: Shared information regarding North East MoU with NNPA and identified potential need for separate MoU between NCC and NNPA • December 2014: Following discussions at the 2/12/13 meeting, statements pertaining to Rothbury, Wooler and Bellingham added to the Full Draft Plan document that recognise the functioning of these settlements as a gateway to the National Park • 28 Jan 2015: NCC officers updated NNPA on preferred Core Strategy approach to employment and invited to make comments on this approach • 13 May 2015: Agreed to share employment and retail evidence base work with NNPA	• Potential for MoU and Joint Position Statement will be looked into. Ongoing joint working arrangements ensure that policy approaches in relation to the delivery of housing, employment and services in gateway settlements align • Invited to comment on all stages of Local Plan consultation

Local plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
			• 9 March 2016: NNPA did not submit any comments at the Pre Submission Draft consultation, and confirmed that they do not have any outstanding issues with regards to the Northumberland Core Strategy.	

Strategic issue: Green Belt

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Reviewing Green Belt boundaries: • Green Belt Review	Newcastle and North Tyneside LPAs	• Regular North of Tyne working group meetings, commencing 20/8/12 and consisting of senior representatives of NCC, NCL and NT planning policy teams. Approach to Green Belt review discussed at the meetings • Specific meeting held in June 2015 to discuss approach to approach to Green Belt review methodologies	• 7 August 2012: Proposed scope of strategic issues that should be covered in North of Tyne workshop circulated by e-mail, including Green Belt • June 2015 – Approaches to Green Belt review discussed and agreed with Newcastle and North Tyneside to prepare a position statement on the Green Belt review methodologies	• Ongoing joint working arrangements through the MoU, North of Tyne Group and NECA meetings • Potential for preparation of joint position statement on review methodologies
	Durham LPA	• Discussions on Green Belt took place in general DtC meetings • Separate meetings held in April 2014, October 2015 and September 2016 to discuss proposed NW Durham Green Belt and preparation of joint position statement on the Green Belt	• 3 April 2014 – Agreed with Durham the potential to prepare a joint position statement on Green Belt • 27 Aug 2014 – NCC shared GIS Green Belt layers following DCC's request by e-mail • 29 Aug 2014 - Supporting statement by Northumberland County Council in relation to the Durham Green Belt extension was submitted as evidence to the Durham Local Plan Examination. • 29 July 2015: NCC and DCC shared current position in relation to Green Belt Local Plan policies • October 2015 agreed with Durham and Gateshead to participate in further considerations about the proposed NW Durham Green Belt • 29 September 2016: Durham/NCC/Gateshead/Sunderland Greenbelt meeting where methodology for assessing existing and new GB was shared to ensure consistency of approach.	• Maintain regular contact with officers at Durham • Potential for preparation of joint position statement on Green Belt review

Strategic issue: Infrastructure

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Modelling road capacity and identifying improvements: • Countywide Transport Assessment	Newcastle and North Tyneside LPAs	• Regular North of Tyne working group meetings, commencing 20/8/12 and consisting of senior representatives of NCC, NCL and NT planning policy teams. Transport is discussed at these meetings • Agreed at a North of Tyne DtC meeting (23/3/15) to create a transport sub-group with specialist planning teams and programme monthly/bi-monthly transport meetings, in response to the significant cross-boundary issues. First meeting 15/4/15. • Meetings on 12 June 2015, 6 August 2015,11 September 2015 and 14 December 2016, as well as transport sub group meetings involving Newcastle, Gateshead and Highways England (see entries below).	• 29 November 2012: Identified need for partnership working to model the cumulative impacts of proposed housing sites and other new development on the strategic road network. • 24 April 2013: Discussion of respective Local Pinch Point Funding bids to make LPAs aware of upcoming relevant schemes across the DtC area • June 2013: Preparation of report to Chief Execs and Leaders) outlining cooperation on key DtC issues, including transport • 8 December 2014: Discussion regarding cumulative impact modelling with NT using an in-house model based on the Highways England model • 23 Mar 2015: Agreed to set up a transport sub-group tasked with preparing a joint issue position paper • Transport sub group agreed to investigate cross boundary consultation protocols for major applications with highway impacts • Transport sub group agreed to work towards sharing respective transport modelling outputs. • 20 January 2017: Highways England agreed to the level of intervention put forward by JMP, therefore Newcastle's JMP model would be used to take into account NCCs development traffic. The baseline of Newcastle's JMP model is to include Newcastle development beyond the 2015 assumptions. Northumberland's development traffic would be plugged into JMP model. Brief to plug into JMP model to be shared with NCC agreeing baseline, scenarios and methodology.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA meetings to ensure that transport policy approaches align Regular North of Tyne transport sub-group meetings with specialist transport teams • Preparation of joint position paper with NCL/Gateshead on housing//migration and transport • Joint position statement with NCL/NTC (November 2016) to support NTC EiP covering 'transport'. • Invited to comment on all stages of Local Plan consultation
	Gateshead LPA	• Discussions on transport took place in general DtC meetings • Detailed discussion with Gateshead on 23/09/15 on cross boundary flows • Cross boundary transport sub group meetings with NCC/NCL on 07 June 2016, 10 August 2016, 13 September 2016 and 24 January 2017.	• Gateshead included in last North of Tyne transport sub group meeting on 23 Sept 2015 to discuss cross boundary flows. • North of Tyne transport sub group agreed to work towards sharing respective transport modelling outputs. Gateshead to continue to be involved in future meetings of this group.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA meetings to ensure that transport policy approaches align • Regular North of Tyne transport group meetings

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
				with specialist transport teams • Preparation of joint position paper with NCL/Gateshead on housing//migration and transport • Invited to comment on all stages of Local Plan consultation
	Scottish Borders and SESplan LPA	• A1 North of Newcastle Feasibility Study Stakeholder Reference Group • Scottish A1 Action Group • Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings	• 10 June 2014 – Agreed with Scottish Borders and SESplan LPAs that no formal timetabling of meetings needed to take place in relation to transport. Agreed to meet if and when any cross border issues arise • Support for dualling of the A1 to enhance connectivity to Edinburgh, Newcastle and beyond. • Evidence submitted by Northumberland County Council as part of A1 North of Newcastle feasibility study • Successful announcement for dualling of A1 north of Morpeth in the Department of Transport Road Investment Strategy for 2015-16 – 2019/20 Road Period (March 2015) • Autumn 2014: £290 million package secured to improve A1 in Northumberland. • November 2016-December 2016: Public consultation on potential routes for dualling of 13 miles of A1 from Morpeth to Ellingham, and improvement works for the A1 north of Ellingham.	• A1 North of Newcastle Feasibility Study Stakeholder Reference Group • Scottish A1 Action Group • Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual Local Authority meetings. • Invited to comment on all stages of Local Plan consultation
	Highways England (formerly Highways Agency)	• NCC has regular liaison meetings with Highways England pre-Duty to Cooperate – liaisons with NCC Planning dating from February 2009. • Specific joint meetings with Newcastle, Northumberland, Gateshead and Highways England since September 2016. • A1 North of Newcastle Feasibility Study Stakeholder Reference Group	• Regular liaison meetings with Highways England. • 29 May 2014 - A meeting specifically in respect of the Core Strategy which discussed the implications of the strategic growth locations identified in the Core Strategy. Particular capacity issues were highlighted at locations on the A19; including the Moor Farm Roundabout and the Seaton Burn junction; the Alnwick A1086 junction with A1 southbound and the Berwick A1/B6354 Etal Road junction. • 11 May 2015 - A meeting on the full draft Core Strategy which discussed the implications of the strategic growth locations identified in the Core Strategy • 16 Sept 2015 - opportunity to explain work on the Core	• Regular liaison meetings with Highways England • A1 North of Newcastle Feasibility Study Stakeholder Reference Group

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
			Strategy Transport Assessment and to share a draft Technical note on the assessment work. Further dialogue will continue in respect of Highways England own modelling of the Strategic Road Network. • Support for dualling of the A1 to enhance connectivity to Edinburgh, Newcastle and beyond. • Evidence submitted by Northumberland County Council as part of A1 North of Newcastle feasibility study • Successful announcement for dualling of A1 north of Morpeth in the Department of Transport Road Investment Strategy for 2015-16 – 2019/20 Road Period (March 2015) • Autumn 2014: £290 million package secured to improve A1 in Northumberland. • November 2016-December 2016: Public consultation on potential routes for dualling of 13 miles of A1 from Morpeth to Ellingham, and improvement works for the A1 north of Ellingham. • May 2016: Highways England confirmed support for the Local Plan and aspirations of Northumberland County Council based on the supporting infrastructure measures on the strategic road network • 20 January 2017: NCC recognise that the proposals for Dissington Garden Village were not considered as part of the Highways England Infrastructure Study (May 2016), and that proposals for the Dissington Garden Village need to be considered so Highways England can consider the impact on Strategic Road Network (SRN) capacity, safety and the transport infrastructure improvements proposed. NCC recognises that it will be necessary to provide additional evidence to reflect the Plan's latest development aspirations. • February 2017: Agreed methodology for further study	
Improving linkages by rail	Scottish Borders LPA and SESplan Authority	• Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual local authority meetings • East Coast Mainline Group	• 10 June 2014 – Agreed with Scottish Borders and SESplan LPAs that no formal timetabling of meetings needed to take place in relation to improving linkages by rail. Agreed to meet if and when any cross border issues arise • SBC are promoting a service between Edinburgh and Berwick – they have applied for funding and put forward a bid for 2 stations (1 at Berwickshire and 1 at East Lothian) in connection with the new Scot Rail Franchise. There is potential for a link service from Berwick – Newcastle.	• Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual local authority meetings • East Coast Mainline Group

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
			• Further development potential would be enhanced if a railway station was built on the ECML at Reston to serve the Berwickshire area • Both NCC and SBC have policies in place which seek to protect rail corridors	• Ensure that approaches to improving linkages by rail remain aligned • Invited to comment on all stages of Local Plan consultation
Promoting walking and cycling: • Local transport plan • Rights of Way Improvement Plans and Cycle Strategies	Scottish Borders and SESplan Authority	• Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual local authority meetings	• 10 June 2014 – Agreed with Scottish Borders and SESplan LPAs that no formal timetabling of meetings needed to take place in relation to cycling and walking. Agreed to meet if and when any cross border issues arise • Ensure alignment on national trails and cycleways including promotion of trails from both a tourism and sustainability point of view, particularly links at Kielder and Berwick. • NCC and SBC both have policies on protection of rail corridors for recreational use, as well as various other policies relating to green networks and corridors, nature conservation designations and the coast.	• Northumberland, Scottish Borders and South East Scotland Development Authority duty to cooperate meetings and individual Local Authority meetings • Ensure that approaches to cycling and walking remain aligned • Invited to comment on all stages of Local Plan consultation
Monitoring capacity of Howdon Wastewater Treatment Works: • Level 1 and 2 SFRAs • Water Cycle Study	• Newcastle, Gateshead, North Tyneside, South Tyneside LPAs • Environment Agency • Northumbrian Water	• North of Tyne working group set up at a meeting on 12/06/12 consisting of senior representatives of NCC, NCL and NT planning policy teams. Meet monthly/bimonthly. Capacity at Howdon Waste Water Treatment Works discussed at the meetings • Tyneside Water Management Officer Working Group comprising of NW, the EA and the five LPAs (Newcastle, Gateshead, North Tyneside, South Tyneside and Northumberland) • Environment Agency and Northumbrian Water key stakeholders in production of Level 1 and 2 SFRAs and Water Cycle Study • Meeting on 16/11/15 regarding update on capacity a Howdon Waste Water Treatment Works and collaborative working	• Collaborative working and monitoring of the headroom at Howdon Wastewater Treatment Works to ensure new development can be delivered across the catchment. • The five LPAs to include Local Plan policies on surface water reduction and separation for new development. • Local Plan Core Strategy policies on water quality, water supply and sewerage, flood risk and surface water reduction and separation for new development developed in conjunction with Environment Agency and Northumbrian Water • 16/11/15: All LPAs agreed to work in partnership with NWL to manage and deliver appropriate projects to provide additional headroom and incorporate appropriate management policies into Core Strategies and Local Plans.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA • Partnership working through the Tyneside Water Management Officer Working Group • Preparation of joint position statement on collaborative working and monitoring of the headroom at Howdon Wastewater Treatment Works • Invited to comment on all stages of Local Plan consultation • Preparation of Statements of Common

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
				Ground on Dissington Garden Village and Strategic Local Plan Sites between NCC/EA/NWL.
Facilitating the use of Sustainable Drainage Systems (SuDS): • Level 1 and 2 SFRAs • Water Cycle Study	• Newcastle, Gateshead, Sunderland, North Tyneside, South Tyneside and Durham LPAs; • Northumbrian Water; • Environment Agency	• SuDS working group (led by Gateshead) established via e-mail on 13/3/15 to support SuDS capacity building and provide a forum for discussion. Meet monthly/bimonthly.	• Agreed at an initial meeting (25/03/15) to work towards preparing a joint regional SuDS guidance document and a template for authorities to prepare individual SuDS SPDs • Draft Terms of Reference developed and tabled at 22/4/15 meeting with input gathered from all working group members • Proforma issued to all member organisations to determine lead contacts within organisations and ascertain individual policy and management approaches to SuDS • Local Plan Core Strategy policies on water quality, water supply and sewerage, flood risk and surface water reduction and separation for new development developed in conjunction with Environment Agency and Northumbrian Water • Joint regional SuDS guidance not being prepared following publication of Local Authority SuDS Officer Organisation (LASOO) - Non-Statutory Technical Standards for Sustainable Drainage - Practice Guide which LPAs are adhering to.	• Ongoing SuDS working group monthly/bimonthly meetings • Ensure that approaches to SuDS remain aligned • LPAs and statutory bodies invited to comment on all stages of Local Plan consultation
Coastal Erosion and Coastal Change Management: • Northumberland and North Tyneside Shoreline Management Plan 2	• North Tyneside LPA	• North of Tyne working group set up at a meeting on 12/06/12 consisting of senior representatives of NCC, NCL and NT planning policy teams. Meet monthly/bimonthly. Coastal erosion and management discussed at the meetings • Separate meeting between NCC and NT to discuss policy approaches to Coastal erosion and management held on 28/04/15	• 28 April 2015 – discussion on cross-boundary issues concerning coastal change and erosion, and policies emerging in the authorities' respective Local Plans. • Agreed that policies on coastal change and erosion aligned and there were no issues to address • Agreed that the approach to management between NTC and NCC is coordinated and effectively addresses shared management of the Coast.	• Ongoing joint working arrangements through the North of Tyne Group • Preparation of joint position statement on coastal erosion and coastal change management (Nov 16)

Strategic issue: Waste management and minerals

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Managing mineral resources and extraction: • Joint annual local aggregates assessment with Newcastle, North Tyneside, Gateshead, Sunderland, South Tyneside, Northumberland NPA and Durham	Newcastle, North Tyneside, South Tyneside, Sunderland, Gateshead, Northumberland NPA and Durham LPAs LPAs in Tees Valley (Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton on Tees) Cumbria County Council	• Active participation in the operation of the North East Aggregates Working Party with Northumberland County Council currently providing the secretariat under contract to DCLG. • An annual Joint Local Aggregates Assessment is prepared in partnership with Durham County Council, Northumberland National Park Authority and the five Tyne and Wear Authorities. • Consultation with Cumbria County Council, North Yorkshire County Council, Scottish Borders Council and Tees Valley authorities on LAAs. • North East Minerals and Waste Policy Officers Group – bi-annual meeting of North East MPAs and other key stakeholders including the Environment Agency, Marine Management Organisation as well as Cumbria and North Yorkshire county councils to engage on relevant minerals and waste planning policy issues.	• Through the production of the annual Joint LAA there is recognition of the important cross boundary movements in respect of aggregate minerals and agreement on the methodology for forecasting demand and the scale of future provision with Durham County Council, Northumberland National Park Authority and the five Tyne and Wear authorities. Recognition in LAA of the aggregates movements between Cumbria and North East. No further action required at present time. • Consultation and discussion on draft LAA, prior to submission to Aggregates Working Party for scrutiny • Alignment of Minerals Local Plan policies.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NECA. • All North East MPAs actively participate in the operation of the North East Aggregates Working Party. • Northumberland and Durham liaise extensively together on minerals issues. • Annual updates of LAA • Ongoing liaison on LAA preparation in relation to aggregate mineral supply and demand issues • Ongoing discussions through the North East Minerals and Waste Policy Officers Group • On-going joint working arrangements through the Cumbria Development Plan Officer Group and individual Local Authority meetings. • Invited to comment on all stages of Local Plan consultation

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Managing movement of waste: • North East England Waste Arisings and Waste Management Capacity Study • North East Low Level Radioactive Waste • New Waste Management Capacity permitted in the North East since the North East England Waste Arisings and Waste Management Capacity Study	Newcastle, North Tyneside, Durham, Gateshead, South Tyneside, Sunderland, and NNPA Other Waste Planning Authorities identified as receiving significant quantities of waste from Northumberland	• Authorities that have been identified as receiving significant quantities of waste from Northumberland at licensed waste management facilities in their areas have been written to discuss whether there are any issues that need to be addressed. • North East Minerals and Waste Policy Officers Group – bi-annual meeting of North East WPAs and other key stakeholders including the Environment Agency, Marine Management Organisation as well as Cumbria and North Yorkshire county councils to engage on relevant minerals and waste planning policy issues.	• A North East England Waste Arisings and Waste Management Capacity Study completed in 2012. This is a shared evidence base commissioned by Northumberland County Council, Durham County Council, Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland to understand and agree the arisings, waste management capacity and forecasts of future arisings in each individual authority's area. Work was undertaken in 2016, led by Durham County Council, to identify new waste management capacity that has been permitted since the study was undertaken. • A North East Low Level Radioactive Waste study was completed in 2013. This is a shared evidence base commissioned by Northumberland County Council, Durham County Council, Gateshead, Newcastle, South Tyneside and Sunderland to understand and agree the quantities of low level radioactive waste produced by the non-nuclear industry and the management routes used, This was followed by discussions involving the authorities involved in the study and Cumbria County Council regarding movements from the North East to Cumbria. No further action. • Letters sent to authorities in 2015 and 2016 that have been identified as receiving significant quantities of waste from Northumberland at licensed waste management facilities in their areas have been written to seek comments on waste movements, capacity and to discuss whether there are any issues that need to be addressed. No further action. Keep under annual review. • Alignment of Waste Local Plan policies.	• Ongoing joint working arrangements through the MoU, the North of Tyne Group and NEC • Ongoing discussions through the NE Minerals and Waste Policy Officers Group • Position statement on waste movements • Position statement on waste management capacity • Invited to comment on all stages of Local Plan consultation .

Strategic issue: Health, security, community and cultural infrastructure

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Monitoring capacity of schools with cross-border catchments: • Infrastructure Delivery Plan	Newcastle LPA/LEA	• Links with Newcastle education through NCC education. No formal timetabling of meetings as it was agreed there were limited cross boundary issues that needed to be controlled through the planning process but discussions take place by e-mail as and when matters arise	• Both NCC and Newcastle LEAs shared school capacity information prior to the 26/11/12 meeting • NCC confirmed during the 26/11/12 meeting that there were no concerns regarding new housing development west and north of Newcastle • NCC identified that Ponteland schools have a significant intake from pupils from Newcastle; however issues are being controlled through the Council's school admissions policy.	• Ongoing dialogue between NCC and Newcastle Education particularly in developing the NCC Infrastructure Delivery Plan

Strategic issue: Climate change mitigation, conservation and environment

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Protecting and enhancing Green Infrastructure and biodiversity networks: • Green Infrastructure Strategy • Wildlife Corridors	Newcastle and North Tyneside LPAs	• North of Tyne working group meetings, commencing 20/8/12 and consisting of senior representatives of NCC, NCL and NT planning policy teams. Agreed at this meeting to set up a subgroup to discuss detailed Green Infrastructure and biodiversity issues. • Agreed at 8 May 2013 meeting that following several meetings between local ecologists and between GI colleagues and planners that plan-making issues had been resolved and respective local plans would reflect this cooperation • Confirmed at North of Tyne meeting (23/3/15) that necessary data had already been pulled together and relevant colleagues should continue to ensure joined up approach to plan-making, wildlife links and Local Nature Partnerships	• 20 Sep 2012 – Agreed for NCC, NCL and NT to share GI GIS layers with each other • Also agreed to map GI networks/sites in respective authority areas to enable alignment of GI networks • Also agreed to share draft Core Strategy GI chapters and policies with each other to enable alignment of policy approaches • 17 Oct 2012 – NT shared maps (along with GI policies) showing key linkages with Northumberland • 26 Oct 2012 – All agreed to jointly map wildlife corridors that cross boundaries • Also agreed on a common definition of GI to be used as the basis of GI policies in respective Core Strategies • 8 May 2013 – All agreed to share wildlife mapping that had been jointly prepared by ecologists for inclusion in respective Land and Property GIS projects • NCC, NT and Ncl have worked together to develop robust Wildlife Corridors which strategically meet across the various local authority boundaries • Key strategic Wildlife Corridors links between NT, NCL and NCC have been identified	Ongoing joint working arrangements through the MoU, the North of Tyne Group, GI and Biodiversity North of Tyne Sub-group and NECA meetings to ensure that approaches to Green Infrastructure remain aligned • Joint position statement with NCL/NTC (November 2016) to support NTC EiP covering 'Green Infrastructure and Biodiversity'. • Invited to comment on all stages of Local Plan consultation

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
			• NCC, NT and NCL local plan policies all have similar aims with regards to Green Infrastructure which revolves around the need to protect and enhance • Agreed that GI/biodiversity issues relating to plan making had been largely resolved and relevant colleagues would continue to liaise informally/organise meetings if and when required	
	Northumberland National Park LPA	• NNPA invited to North of Tyne GI sub-group meetings, but agreed by e-mail (12/12/12) that NNPA/NCC issues were different to those faced by North of Tyne • Agreed at a NNPA meeting (2/12/13) that breadth of GI issues necessitated a separate meeting • Following 20/1/14 meeting, agreed to meet once work on both the NIAs and the Core Strategy had progressed further	• 10 Oct 2012 – NCC shared CS GI chapter with NNPA • 20 Jan 2014: Agreed at a meeting for NNPA to share GIS shapefiles of Green Infrastructure network, biodiversity sites and dark sky mapping with NCC to identify linkages • Also agreed to make reference to NNPA Natural Environment Vision and Border Uplands Nature Improvement Area (NIA) in next iteration of Core Strategy. References subsequently included in Pre-Submission Core Strategy • 28 Jan 2015: NCC officers updated NNPA Members on preferred Core Strategy approach to Green infrastructure and invited to make comments on this approach • 13 May 2015: NCC officers updated NNPA on preferred Core Strategy approach to Green Infrastructure • Alignment of Local Plan policy approaches to Green Infrastructure and Biodiversity	• Potential for MoU and Joint Position Statement will be looked into. Potential for preparation of joint position paper Northumberland National Park Authority on GI and biodiversity • Ongoing joint working arrangements that ensure policy approaches in relation to Green Infrastructure and Biodiversity remain aligned • Invited to comment on all stages of Local Plan consultation
	Durham LPA	• Discussions on Green Infrastructure took place in general DtC meetings. Agreed at 14/11/13 meeting to arrange a separate GI meeting • Agreed at 15/5/14 meeting that further meetings did not need to be programmed but remaining issues could be resolved by e-mail • Given the issues there has been no formal timetabling of meetings but discussions take place as and when issues arise • Discussions on Green Infrastructure took place in general DtC meeting held on 29/07/15	• 25 Oct 2012 – DCC made aware of North of Tyne mapping work and agreed that GI mapping needed to be undertaken • 14 Nov 2013 – Agreed to jointly map strategic GI networks as per North of Tyne work • 14 May 2014 – DCC shared ecological networks GIS layer • 15 May 2014 – Agreed at a meeting to prepare a joint position paper with Durham on GI and biodiversity • Also agreed by NCC to add LNPs and HLF Landscape Partnership to GI mapping • 16 May 2014 – NCC prepared cross boundary maps showing GI and biodiversity linkages • 29 July 2015: NCC and DCC shared current position in relation to Green Infrastructure and Biodiversity Local Plan policies	• Ongoing joint working arrangements through the MoU and NECA meetings • Maintain regular contact with officers at Durham • Potential for preparation of joint position paper with Durham on GI and biodiversity • Ongoing joint working arrangements that ensure policy approaches in relation to

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
				Green Infrastructure and Biodiversity remain aligned • Invited to comment on all stages of Local Plan consultation
Improving nature provision around the county	• Northern Upland Chain LNP Board and North East LNP Board; • Newcastle and North Tyneside LPAs; • Natural England; • Environment Agency; • Northumberland Wildlife Trust	• County ecologist and Planning Head of Service attend programmed NELNP meetings with other bodies in attendance occurring on a quarterly basis	• 18 Jun 2013 – Agreed at an initial LNP meeting to concentrate on urban as well as rural areas in the North of Tyne area • Dec 2013 – Proposal developed by NCC to designate the former coalfields of Northumberland as a Nature Improvement Area. This directly feeds into preparation of Core Strategy as NIA designation is recognised in Environment chapter • 20 Oct 2014 – NCC confirmed support for Ecomapping project commissioned by Natural England that aims to identify opportunities within the LNP area that will feed into the LNP strategy • Also agreed to jointly develop an LNP Strategy & Investment/Delivery Plan developed by NCC ecologist in conjunction with Northumberland Wildlife Group • Alignment of Local Plan policies on the Northumberland Lowlands and Coast NIA.	• Ongoing LNP meetings
	• Northern Upland Chain LNP Board; • Northumberland National Park, Cumbria, Eden and Carlisle LPAs	• County Archaeologist attends programmed North Pennines AONB Partnership meetings, with other bodies in attendance where Northern Upland Chain Local Nature Partnership Board and the Border Uplands Nature Improvement Area discussed. • Duty to Cooperate meetings with NNPA • Through the Cumbria Development Plan Officers Group and individual Local Authority meetings	• Agreement on a collaborative approach aiming to achieve and deliver the best possible plan for local people, the environment and the economy in the LNP area. • 20 Jan 2014: Agreed at a meeting for NNPA to make reference to Border Uplands Nature Improvement Area (NIA) in next iteration of Core Strategy. References subsequently included in Pre-Submission Core Strategy • Designation of the Border Uplands NIA. • Alignment of Local Plan policies on Border Uplands NIA.	• Potential for MoU and Joint Position Statement will be looked into Northern Upland Chain Local Nature Partnership Board. • NE LNP agreeing funding pipeline for projects with Heritage Lottery Fund.
Managing Areas of Outstanding Natural Beauty: • Northumberland	• Northumberland Coast AONB Partnership Board; • Natural England	• AONB Partnership Meetings (3 meetings a year (previously 4)) with NCC Ecologist taking lead role and NCC Planning in attendance • Core Strategy updates and / presentations	• Presentations on various stages of Core Strategy provided at meetings held on 27 June 2012, 13 March 2013 and 11 December 2013. Generated discussion and obtaining input into Core Strategy • 12 March 2014, 11 June 2014 – NCC provided updates on	• Ongoing joint working arrangements as part of the Northumberland Coast AONB Partnership • Invited to comment on all

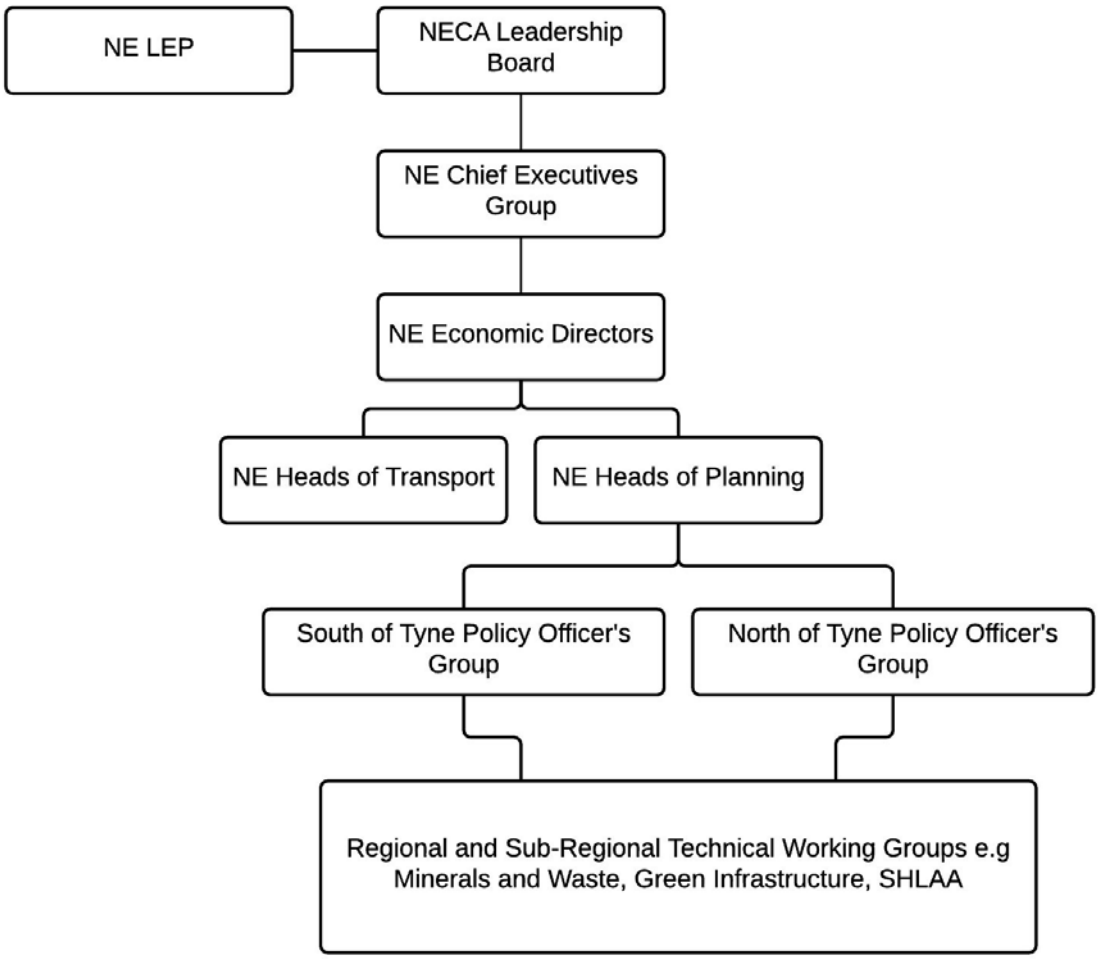
Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
Coast AONB Management Plan • North Pennines AONB Management Plan		provided at every Partnership Meeting • At three of the partnership meetings (12/3/14, 11/6/14 and 15/10/14) with the purpose of generating discussion and obtaining input on production of CS AONB policies • Input into preparation of Northumberland Coast AONB Management Plan and endorsement by the Council	the progress of the Core Strategy • 15 October 2014 – Draft AONB policy tabled and discussed with AONB Partnership members. Partnership discussed issues around dark skies, the Heritage Coast and the adjoining landscape of the AONB. Partnership agreed to support policy that was locally distinctive • Also invited to make comments on wording and content of policy outside of the meeting • 11 February 2015 – Possibility of strengthening protection of Dark Skies in Core Strategy raised. Landscape policy in Core Strategy now includes specific reference to strengthening protection of Dark Skies • 10 June 2015 – Partnership reiterated support for locally distinctive approach to AONB policy • Inclusion of specific policy on North Pennines AONB in Core strategy • 21 October 2015: strong support for the AONB protection policies and in discussion with NCC Principal Ecologist/AONB officer about the final wording of AONB, ecology and farming policies. • 02 March 2016: AONB policy received largely supportive comments. It has been decided that none of the comments received merit policy review or modification. • 15 June 2016: The AONB policy and related policies providing environmental protection remain unchanged.	stages of Local Plan consultation
	• North Pennines AONB Partnership; • Durham, Cumbria, Eden and Carlisle LPAs • Natural England	• County Archaeologist attends programmed North Pennines AONB Partnership • Discussions on North Pennines AONB at general DtC meeting with Cumbrian authorities on 19/05/2014 • Core Strategy discussion took place on 29/9/14 • No formal timetabling of meetings but discussions take place as and when issues arise • Input into preparation of North Pennines AONB Management Plan and endorsement by the Council	• 3 April 2014 – Agreed with Durham to prepare a joint position statement on the North Pennines AONB • 19 May 2014 – Agreed with Cumbrian authorities to share Local Plan AONB policies to ensure alignment • 20 Aug 2014 – North Pennines AONB provided comments and revisions by e-mail on CS AONB policy • 29 Sep 2014 – NCC confirmed that Kiln Pit Hill would be assessed as part of the landscape impact assessment work given the AONB's concerns regarding visual impact from settlements in the vicinity • Inclusion of specific policy on North Pennines AONB in Core strategy • Complementary protective AONB policies with Carlisle LPA	• Ongoing joint working arrangements as part of the North Pennines AONB Partnership • Potential for preparation of joint position paper with Durham on North Pennines AONB • Ongoing joint working through the Cumbria Development Plan Officers Group and individual Local Authority meetings to ensure policy approaches in

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
				relation to North Pennine AONB remain aligned • Invited to comment on all stages of Local Plan consultation
Facilitating the development of renewable energy in areas of landscape sensitivity: • Renewable Energy SPD (forthcoming) • Landscape impact study	• Northumberland National Park, Durham, Cumbria, Eden, Carlisle, Scottish Borders and SESplan LPAs • North Pennines AONB	• Discussions on renewable energy took place in general DtC meetings • No formal timetabling of meetings to specifically discuss renewable energy but individual discussions with each of the authorities take place as and when issues arise • Joint working with Northumberland NPA on a study to understand the landscape and visual effects of the current operational wind farms in Northumberland • Meeting with North Pennines AONB Partnership officer on 29 Sept 2014	• 14 Nov 2013 – NCC confirmed policy will include same separation distances in order to align with Durham's renewables policy • 2 Dec 2013 – NCC agreed to share brief for additional evidence base work on landscape and visual impact and cumulative impact of completed wind farm scheme with NNPA to enable them to input on evidence base • 20 Jan 2014 – NCC agreed to share brief of work looking at impact of operational wind farms on the landscape including cumulative impact with NNPA • 10 June 2014 – Agreed with Scottish Borders and SESplan LPAs to keep watching brief in relation to cross border issues associated with renewables • 29 Sep 2014 – Shared draft renewable energy policies with North Pennines AONB Partnership. Confirmed support for NCC approach but queried how we assessed close views in relation to assessing the visual impact of wind turbines. Confirmed that policy needed to be aligned with that of Durham • Alignment of renewable energy policies • 29 July 2015: NCC and DCC shared current position in relation to renewable energy Local Plan policies and discussion on joint working on identification of areas suitable for wind energy development • 9 March 2016: NCC and NNPA to keep in regular contact regarding the preparation of the Renewables DPD.	• Potential for MoU and Joint Position Statement will be looked into Ongoing joint working arrangements ensuring that policy approaches to renewable energy align. • Joint working with the Northumberland NPA on a renewable energy SPD • Consideration of joint working on the identification of areas suitable for wind energy development • Invited to comment on all stages of Local Plan consultation
Hadrian's Wall World Heritage Site: • Hadrian's Wall World Heritage Site Management Plan.	• Carlisle, Cumbria, Gateshead, Newcastle, North Tyneside and Northumberland National Park LPAs; • Historic England	• Attendance at Hadrian's Wall Partnership Board • NCC hosts Hadrian's Wall Management Plan Coordinator • Input into preparation of North Pennines AONB Management Plan and endorsement by the Council • Quarterly liaison meetings take place with	• Alignment of Local Plan policies on Hadrian's Wall World Heritage Site. Hadrian's Wall emerged as a key cross border issue during the initial Infrastructure Capacity and Development Cross Boundary Workshop with Gateshead and Durham (27/9/12). Agreed that this should be discussed further through NCC attendance at quarterly Cumbria Development Plan Officer Forum meetings (first meeting 13/12/12).	• Ongoing joint working arrangements that ensure policy approaches in relation to Hadrian's Wall Management Plan remain aligned • Invited to comment on all

Local Plan issue and evidence	Strategic partner	Joint working arrangements	Outcomes and actions	Ongoing cooperation
• Heritage	• Natural England	Historic England to discuss a range of planning and conservation issues including input to the emerging Core Strategy	• 19 May 2014 – agree with Cumbrian authorities to share Local Plan AONB policies to ensure alignment • 7 July 2015: to discuss the changes being made to the Core Strategy heritage and related policies, following comments at the Full Draft Plan stage • February 2016: Agreed to produce Statement of Common Ground between NCC/HE. • September 2016/January 2017: meetings focussed on the Proposed Major Modifications and Proposed Further Major Modifications, with some “additional” modifications agreed as the output of those meetings to address some specific concerns	stages of Local Plan consultation • Statement of Common Ground with Historic England.

Appendix 5 - Governance Arrangements for Strategic Planning in the North East Region

Appendix 5: Governance Arrangements for Strategic Planning in the North East Region



Appendix 6 - North of Tyne minutes of meetings

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	20 August 2012	
Location:	Newcastle Civic Centre	
Present:	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Peter Slegg	North Tyneside Council
	Peter Cockbain	Newcastle City Council
	Louise Moody	Newcastle City Council
	Theo van Looij (Chair)	Newcastle City Council

1.	**Purpose of the Workshop**
	It was agreed to adopt the aims and objectives for the workshop circulated by Northumberland prior to the meeting (attached).
2.	**MOU**
	Progress with the MOU was noted
3.	**Population and Housing**
	Newcastle The Core Strategy aims to maintaining our working age population over the plan period. The 2010 based ONS projections published in March 2012 indicate decline in working age population for NewcastleGateshead. The biggest factor is the ONS predicted migration flows. If we wish to maintain our objective, we must address the trend of out migration, especially to North Tyneside. This will require Newcastle to deliver the types of family homes in the types of locations at the prices people are otherwise leaving NewcastleGateshead to access. In housing terms this will require the delivery of 19,200 homes during the plan period, approximately 6000 more than provided through the 2010 based ONS projections. Northumberland More work required on population and economic growth projections, this work is being carried out in-house with assistance of Manchester University. Willing to consider joint working, especially on agreeing methodologies and migration patterns in association with NewcastleGateshead and Tyne & Wear Research Institute but is keen to build up in-house expertise. The 2010 ONS data have not yet been analysed. Should have clarity on

required housing numbers in a couple of months.

North Tyneside Housing figures set out within Preferred Options Report 2010 based upon requirements as set out by RSS with a slight uplift reflecting the Boroughs growth point status and also effectively continuing the Boroughs historic build rate of about 500 homes per annum. However, this proposed provision in predates NPPF. A subsequent Growth Options report in 2011 set out three scenarios for consultation: one to meet the ONS projections (14,000 new dwellings over 15 years) two the Preferred Option of 2010, and three a much lower scenario, based on the capacity of existing brownfield land in the Borough for housing. Option 2 remains the preferred option but its estimated this scenario would require a reduction of cross boundary in-migration from Newcastle by approximately 50%. Joint working with Newcastle and Northumberland on the assumptions and implications for population change and housing across the North Tyne area identified as crucial to the delivery of the Borough's preferred growth scenario.

SHMA

Newcastle SHMA covers NewcastleGateshead, but not North Tyneside. There is an anomaly re. social / affordable homes, need to keep watching brief on Government position on affordable homes / affordable rent. Work also required on viability. Agreed to undertake a refresh and associated viability assessment. Both Northumberland and North Tyneside will be invited to attend stakeholder group.

Northumberland SHMA was updated in 2010; three major housing market areas identified and recommended 30% target for affordable homes. A further housing needs study is nearing completion which allows for the ability to drill down to lower areas. May need to undertake further viability work to determine affordable housing targets in these lower areas.

North Tyneside Current SHMA revised through a Key Elements Update in 2011has a 25% target for affordable homes. A dynamic viability model was developed by consultants as part of SHMA but requires updating and refining to better reflect the circumstances and conditions in North Tyneside. A refresh of the SHMAA has commenced, being done in-house and is targeted for completion Autumn 2012.

Broad Growth Locations

North Tyneside and Newcastle tabled maps of their broad growth locations; Northumberland indicated that they have options identified as part of the Core Strategy Issues and Options but have not as yet identified detailed boundaries for broad growth locations. Safeguarding of land was discussed, but none of the Authorities currently intends to safeguard land through the Core Strategy, however Northumberland noted that there may be a requirement to undertake safeguarding in relation to the Green Belt extension around Morpeth.

The need for joined up transport modelling was discussed (see Transport actions)

Gypsies & Travellers

Discussion whether the need for an update to assessment of need within the Gypsy and Traveller Accommodation Assessmentcould be addressed through

	SHMA/SHLAA; requires further discussion on common approach. Northumberland looking to update Gypsies and Travellers Study through developing expertise in-house. Possible area for joint working to be explored further. **Planning for Older people** The need to plan for an ageing population was discussed; this should also be reflected in the updates of the SHMA. NewcastleGateshead have a policy in the Draft Core Strategy promoting Lifetime Neighbourhood principles and will apply the principles to the larger SLR sites. It was agreed that bungalow developments could be developed at higher than the traditional densities.
	Agreed Actions 1. Meeting to be set up by Newcastle to a. explore opportunities for joint working (with Tyne & Wear Research Institute); b. prepare a joint position statement on population, housing and economic growth, including cross-boundary migration assumptions; c. look at opportunities to align SHMAs d. look at opportunities to align methodologies for SHLAAs and 5 year housing land supply position statements e. explore whether there is scope for agreeing common viability assumptions f. prepare an indicative housing sites map for the combined Authorities, including phasing of growth locations 2. Peter Cockbain agreed to be the contact point and share timescales and suggested process for SHMA and viability.
4.	**Economic Growth**
	Employment Newcastle currently updating ELR (in house); seeking to prioritise Urban Core as employment location; revaluating employment requirements at Great Park and Airport. Development at Newburn Riverside is slow and we are evaluating alternative uses (housing) on part of the site. Current indication is that Newcastle has adequate employment land. Northumberland ELR (undertaken by NLP consultants has identified need for additional 5ha in Ponteland. Employment land North of Morpeth, West Hartford and Cramlington to be retained. Need for discussion with Newcastle on airport employment land proposals. North Tyneside The 2009 ELR was trend based and in need of updating. High office vacancy rates need to be considered in needs assessment for sub-region. Review likely to reduce the need for additional employment land for plan period. **Retail** No cross-boundary issues currently identified.

	Agreed Actions 1. Meeting to be set up by Newcastle to incorporate position on economic growth in position statement on population, housing and economic growth; 2. Agreed to the preparation of indicative employment growth map for key employment areas and combine with housing map 3. Acknowledge North Tyneside office vacancy rates in assessing need 4. Discuss airport employment proposals (Newcastle / Northumberland)
5.	**Green Belt**
	Newcastle: Location of Green Belt deletions identified on map of the broad growth locations, currently being consulted on. Green Belt Boundary to be defined in the One Core Strategy. Northumberland reported that the Airport had expressed concerns to them regarding the possible impact on transport in the vicinity of the Airport and that there is the need for further cross border discussions (see Transport actions below). Northumberland: Proposals to expand Green Belt around Morpeth. Elsewhere, there may be the need for localised review of the Green Belt around Ponteland, Hexham and Prudhoe. North Tyneside: No deletions or changes to the Green Belt being considered. None of the Councils are currently considering safeguarding land however Northumberland noted that there may be a requirement to undertake safeguarding in relation to the Green Belt extension around Morpeth. Justification for Green Belt releases will address the need for sustainable development in sustainable locations. It was acknowledged that identified needs (e.g. identified need for family homes for Newcastle) should also be a consideration.
	Agreed Actions Newcastle to share justification for Green Belt deletions
6.	**Transport and Infrastructure**
	Transport There is a need for a joint meeting with Transport colleagues to discuss cumulative impacts of our growth assumptions and housing locations. This is especially relevant between Newcastle and Northumberland. Technical transport meetings between Newcastle and North Tyneside will also continue. Both meetings should also discuss Highway Agency concerns with proposed growth. Access to public transport is a determining factor in identifying sustainable locations. Bus corridors will therefore need to be considered alongside other transport routes. **IDP and CIL** Newcastle currently consulting on IDPs for both the Urban Core Area Action Plan and One Core Strategy and a draft Charging Schedule for CIL; A viability assessment has also been done, but requires to be reviewed, as current assessment raises issues about deliverability.

	Northumberland have commissioned work from SKM on IDP, including a whole plan viability assessment. A stakeholder workshop is planned for late September and adjoining local planning authorities will be invited. IDP will inform the Core Strategy Preferred Options Stage. No decision made on CIL. North Tyneside have a draft IDP document for the Core Strategy, but more work is required. CIL has not yet been progressed in the Borough. Developing an overall understanding and assessment of viability are of sites and development proposals is a pressing requirement. Considering Capita to undertake work or provide additional resource.
	Agreed Actions 1. Newcastle to organise transport meeting between Northumberland and Newcastle, to evaluate combined impact of growth assumptions on road network, including Highways network 2. Newcastle to organise meeting(s) to discuss other cross-boundary infrastructure issues as required (e.g. meeting between Northumberland and Newcastle to discuss education)
7.	**Waste & Minerals**
	Waste: It was agreed that cross-boundary waste issues were being addressed through the NE Waste Planning Group. The Regional Waste Arising and Waste Management Capacity has now been finalised and the group are evaluating the need for an additional study on Low Level Radioactive Waste as a result of representations from Cumbria. **Minerals:** Agreed the need to safeguard both mineral resources and related infrastructure. Criteria based policies should as far as practical be aligned between the authorities. No decision made whether this will be covered in the Core Strategy or subsequent DPDs (Within North Tyneside it is almost certain such a policy will be within the Core Strategy.). Discussion took place around the need to produce Local Aggregate Assessments as a requirement of the NPPF and the possibility of undertaking this jointly. North Tyneside mentioned a NE Aggregates Report and agreed to circulate this document.
	Agreed Actions Northumberland to provide feedback from NE Minerals and Waste groups; including:- • The production of Local Aggregate Assessments • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • The need to prepare a joint position statement for both minerals and Waste.
8.	**Flood Risk and the Coast**
	Flood Risk and Water Management Newcastle, jointly with Gateshead – Strategic Flood Risk Assessment, Water Cycle Study and Surface Water Management Plan evidence completed. Surface Water Management Strategy being developed by City Engineers. Work ongoing

	on sequential test sites and evaluating need for additional work on SuDS for the development sites recommended by the Strategic Land Review. Still awaiting detailed comments from NWL on SLR sites. Northumberland –SFRA Level 1 completed in September 2010 and SFRA Level 2 recently completed in July 2012. SFRA Level 2 looked at potential strategic areas and some town centres which fall within flood zones 2 and 3. A Local Flood Risk Strategy is being progressed via the Council's Flood and Coastal Erosion Risk Management Team. Outline Water Cycle Study completed in May 2012 and Howdon Wastewater Treatment works identified as having potential future capacity issues. North Tyneside – Have a completed Strategic Flood Risk Assessment and currently preparing a SWMP with URS consultancy (completion 1st November), a Preliminary Flood Risk Assessment and a Water Cycle Study have been completed. Need for cross-boundary working between Northumberland, Newcastle, Gateshead, North Tyneside and South Tyneside as well as NWL and EA in relation to Howdon. Need for a strategic policy to reduce the amount of surface water in new developments and separation of surface water from the sewerage system as well as the need to develop a monitoring approach in relation to headroom capacity. A meeting is in the process of being arranged in mid to late September between all parties to discuss Howdon issue further. Need to ensure we involve Officers working on CIL / viability in discussions on Howdon / SuDS. **Coastal Management** Northumberland - Shoreline Management Plan has been utilised to inform high level coastal erosion and coastal change management policy in Core Strategy. Initial work commenced on defining coastal change management areas (CCMAs). Designation of CCMAs to be undertaken as part of Northumberland Delivery DPD. Need for discussion with North Tyneside on cross-border issues associated with designating CCMAs. North Tyneside - area at risk is South of St Mary's Island. Using criteria based policies on coastal change. Agreed to organise meeting with Northumberland to discuss further.
	Agreed Action 1. Report back to next meeting on outcomes of September meeting with NWL on Howdon. 2. Northumberland and North Tyneside to meet to discuss coastal management
9.	**Natural and Built Environment**
	World Heritage Site a management plan in place **Green Infrastructure** Northumberland has recently completed a Northumberland GI Strategy, a South East Northumberland GI Strategy, a PPG17 assessment and a Playing Pitch Strategy. Also have a Northumberland Biodiversity Action Plan. North Tyneside Have a joint Biodiversity Action Plan with Newcastle, a Green Space Strategy and a Green Infrastructure Study. The Borough's Playing Pitch Strategy is currently under review (KKP). Newcastle: Green Infrastructure Strategy Report and resulting Strategic Interventions Report (by Consultants) have been consulted on. PPG 17

	compliant assessment and Sport Strategy completed. All documents currently being discussed internally, to ensure that any resulting strategy is deliverable. **Landscape Character** Agreed to share current information on landscape character
	Agreed Action Northumberland to organise meeting to discuss how GI / biodiversity aligns cross-boundary. Aim is to develop a map to demonstrate this.
10.	**Existing Working Groups**
	The list of existing Partnerships and Working Groups relevant to the Duty to Co-operate has been prepared by the South of the Tyne group was tabled.
	Agreed Action It was agreed that we all look at this list and provide suggested additions/deletions at our next meeting.
11	**Next Meeting**
	It was decided that the meetings identified in our Agreed Actions should be scheduled before the end of September, to enable feedback from all meetings to the next meeting of this group, Newcastle agreed to host next meeting in the first week in October.

GREEN INFRASTRUCTURE & BIODIVERSITY
DUTY TO CO-OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	20 September 2012
Location:	Northumberland County Council, County Hall, Morpeth
Present:	Joan Sanderson (Chair) Northumberland County Council Charlotte Colver Northumberland County Council David Feige Northumberland County Council Peter Slegg North Tyneside Council Jackie Hunter North Tyneside Council Theo van Looij Newcastle City Council Derek Hilton-Brown Newcastle City Council
Apologies	Jo-Anne Garrick Northumberland County Council Tammy Adams Northumberland National Park Authority (NNPA will meet separately with Northumberland County Council)

1.	**Purpose of the Workshop**
	It was agreed that the purpose of the workshop was to discuss how GI and biodiversity aligns across Local Authority boundaries, with the aim of ensuring linkages across borders and agreement on producing a map to demonstrate alignment.
2.	**Round Table Update on Local Development Plans and published GI and Biodiversity documents/studies**
	Northumberland – Northumberland's Core Strategy Issues and Option consultation period closed on 15 August. The process of analysing and responding to over 12,000 comments, including those on the Green Infrastructure chapter, is currently ongoing. The Core Strategy Green Infrastructure chapter has been produced having regard to the recently completed Northumberland GI Strategy, a South East Northumberland GI Strategy, a PPG17 assessment, a Playing Pitch Strategy and the Northumberland Biodiversity Action Plan. The Core Strategy contains a strategic GI map which identifies strategic GI corridors and sites. North Tyneside - currently working on a revised LDS, which contain the Core Strategy as well as combining a number of Area Action Plans (AAPs) into one

	document. Adoption date for Core Strategy is likely to be 2015 and the AAP by 2014. The Core Strategy will include a green infrastructure map and policies that seek to protect and enhance greenspace. North Tyneside has a joint Biodiversity Action Plan with Newcastle, a Green Space Audit and a Green Infrastructure Study. The Green Space Audit is currently being updated internally. Newcastle - Core Strategy being prepared jointly with Gateshead and a Major Changes Report is currently being consulted upon. Submission Draft Core Strategy is scheduled to be published in February 2013. Green Infrastructure is not referred to in the Major Changes report as no major changes to the GI policies contained in the previous draft document are proposed. Consultants Entec produced a joint Newcastle Gateshead Green Infrastructure Strategy and GI Interventions Report. PPG 17 compliant assessment and Sport Strategy also completed. All documents are currently being discussed internally to ensure that any resulting strategy is deliverable. These documents will be complemented by the Biodiversity Actions Plan and Landscape Character Study, which looks at character areas across the city. Copy of GI documents for Newcastle supplied on CD.
3.	**Mapping green infrastructure and biodiversity across boundaries**
	There was general discussion on the current mapping of green infrastructure, biodiversity and wildlife corridors. Newcastle Gateshead has a green infrastructure overview plan, which identifies conservation sites, wildlife corridors from the UDP, SHLAA sites and potential Green Belt release, housing areas. Newcastle's strategic corridors are mapped into adjacent authorities and they would like confirmation that these align with their neighbours. Based on the UDP wildlife corridors, DHB is currently mapping high to low opportunities for wildlife corridor enhancement. North Tyneside has strategic wildlife corridors mapped and is likely to update these in greater detail in subsequent delivery documents. Their greenspace audit mapping is available online. Northumberland has PPG17 and PPS open space audit data mapped as well as more indicative mapping of the strategic green infrastructure network across Northumberland with greater detail in the SE Northumberland Growth Point Area. DF presented emerging mapping, focused on SE Northumberland, in which he has started to identify corridors based on designated conservation sites and clusters of 'subsidence ponds' (wildlife hotspots caused by mining subsidence). Following brief discussion on the mapping of green infrastructure in the coastal area it was noted that the Marine Management Organisation (MMO) had stated that they were not yet far enough advanced for any collaborative work on green infrastructure at this stage. In relation to the production of the various Core Strategies, it was agreed that the first step was to concentrate on mapping the strategic GI networks to see if these aligned across borders.

	Agreed Actions 1. Individual authorities to map their strategic GI networks and sites at a 1:50,000 scale. GI maps to be brought along to the next meeting to allow for ability to identify alignment and non-alignment of GI networks. 2. Individual authorities to share GI GIS layers.
4.	**Green Infrastructure Policy Options**
	Newcastle – Core Strategy contains a policy on GI and the natural environment as well as a policy on the protection of public open spaces. North Tyneside – Core Strategy contains policies on provision of greenspace, protection and enhancement of GI and green wedge policy as well as policies on natural environment, covering trees and woodland and biodiversity. Northumberland – Core Strategy Issues and Options document covers issues relating to the identification of Strategic GI network, the protection and enhancement of GI, the protection and enhancement of open space as well as policies relating to the natural environment and biodiversity.
	Agreed Actions 3. Individual authorities to circulate draft Core Strategy policies relating to GI. 4. Next meeting to review GI policies to ascertain possibly alignment of criteria.
5.	**Existing Working Groups**
	The list of existing Partnerships and Working Groups relevant to the Duty to Co-operate prepared by the South of the Tyne group was tabled.
	Agreed Action 5. Agreed that members would review the Natural Environment Groups and provide amendments/additions for next North of Tyne Duty to Co-operate meeting.
6	**Next Meeting**
	Northumberland agreed to host next meeting towards the end of October. Meeting to be held on Wednesday, Thursday or Friday to allow Claire Dobbinson-Booth from North Tyneside to attend. A couple of alternative meeting dates to be circulated for agreement.

DUTY TO CO - OPERATE

Housing, Population and Economy

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	10 October 2012	
Location:	Newcastle Civic Centre	
Present:	Jo-Anne Garrick	Northumberland County Council
	Cheryl Askell	Northumberland County Council
	Shona Rowe	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Ian Green	North Tyneside Council
	Peter Cockbain	Newcastle City Council
	Katy Deeble	Newcastle City Council
	Nicola Woodward (Chair)	Newcastle City Council

1.	**Purpose of the Meeting**
	This meeting was arranged to discuss specifics on Population, Housing and Economic matters that we will need to co-operate on. It followed on from the initial general meeting held between the 3 local authorities in August to scope out our co-operation priorities which had the action to: • explore opportunities for joint working; • prepare a joint position statement on population, housing and economic growth, including cross-boundary migration assumptions; • look at opportunities to align SHMAs • look at opportunities to align methodologies for SHLAAs and 5 year housing land supply position statements • explore whether there is scope for agreeing common viability assumptions • prepare an indicative housing sites map for the combined Authorities, including phasing of growth locations NOTE: Not all of these matters have been resolved by this initial meeting.

2.	**Establishing our Joint Position**
	Newcastle prepared and circulated a "Duty to Co-operate Housing Note" which suggested a process for co-operation on Housing and Population matters. (see attached) **ACTION: Northumberland and North Tyneside to feedback comments** This was used as the basis for the discussions. It was agreed that: • We would have a consistent approach to determining our population and housing growth scenarios. • We would each assume that vacancy rates would be reduced to 3% • We would agree to planning for a balancing of flows of people between our local authority areas and planning more consistently for our own populations. This is a particular issue for Newcastle and North Tyneside to resolve. • We would together reconcile the ONS population projection data; RSS housing targets and past delivery; economic growth data; and, Census Data to develop a population and housing development scenario for the 3 Authorities area. This would meet our overall needs and break it down by authority. Papers were circulated (see attached) and initial discussions were that Northumberland would need a bit more than RSS, Newcastle would be close to RSS and North Tyneside would also need a bit more than RSS. **(ACTION: Newcastle to lead on this and produce paper for discussion)** • Newcastle would consider North Tyneside's and Northumberland's SHMA in their update • Northumberland would consider North Tyneside's and NewcastleGateshead's SHMA in their future update work • Viability was discussed briefly. Only Newcastle have done much work on viability. • 5 year housing land supply position different. Newcastle are to plan for 120% because of past under delivery against RSS targets. Northumberland and North Tyneside to plan for 105% due to past delivery/over delivery against RSS targets. North Tyneside have produced a draft map. **(ACTION: Newcastle and Northumberland to produce additional information and format needs agreed.)**

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	16 October 2012	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Joan Sanderson	Northumberland County Council
	Steve Robson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Theo van Looij	Newcastle City Council

1.	**Apologies for absence**
	Jo-Anne Garrick Northumberland County Council Peter Slegg North Tyneside Council
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**Population and Housing**
	Population, housing and economic growth: An inaugural meeting to discuss cross boundary population, housing and employment issues was held on 10 October 2012. Notes of the meeting and the papers discussed at the meeting will be circulated. There was general agreement on the way forward (detail is provided in the meeting note). Newcastle will lead on the initial work. Possible need to commission some work from St. Chad's agreed, to align evidence. **Alignment SHMAA and SHLAA work** The group agreed to exchange SHMAA information and made a start at looking to align methodologies for SHLAAs and 5 year land supply. **Viability assumptions** Common approach to viability assumptions was discussed and group agreed this will require more detailed consideration. **Indicative Housing Map** North Tyneside have agreed to bring together an indicative housing sites map. All should send the required shape files to Martin Cradock. **Gypsies and travellers**

	Northumberland have agreed to scope the need for an update to the need assessment.
	Agreed Actions 1. Newcastle to circulate meeting notes and discussion papers 2. Newcastle to organise follow-up meeting after initial work is on population, housing and economic growth is completed 3. Meeting also to further discuss opportunities for aligning SHMAA and SHLAA work, including viability assumptions 4. North Tyneside to progress the indicative North of Tyne housing map; all to provide North Tyneside with the required shape files. 5. Northumberland to report back on Gypsies and Travellers
4.	**Economic Growth**
	Economic growth This is being discussed by the Population, Housing and Economic Growth working group (see previous section). Nicola advised that we are also obtaining the LEP based economic assumptions and the NEXUS future scenarios. These will be circulated. **Indicative Employment Map** The preparation of an indicative employment map was also agreed at that meeting, as for Housing, North Tyneside agreed to lead on this. **Airport Employment proposals** Newcastle needs to provide clarity on what the Core Strategy will propose for the airport (e.g. what changes are proposed to the RSS provisions). It was agreed that discussion on the airport with Northumberland, whilst required, are not currently urgent.
	Agreed Actions 1. Economic growth to remain on the agenda of the Population, Housing and Economic Growth working group, 2. North Tyneside to progress the indicative North of Tyne employment map; all to provide North Tyneside with the required shape files.
5.	**Green Belt**
	Newcastle explained their methodology for selecting its green belt sites for housing. This was done based on: (1) the purposes for maintaining a Green Belt as outlined in PPG2; this process was recorded in our Strategic Land Review Part I (2) how sites scored on our criteria for a sustainable urban extension, this process was recorded in our Strategic Land Review Part II These documents can bee found on the Newcastle website. (3) we are currently looking at defining a revised Green Belt Boundary, through our Strategic Land Review Part III. Newcastle intends to discuss with PAS/PINS the detailed evidence requirements for justifying the release of sites from the Green Belt for housing.
	Agreed Actions Newcastle to share PAS/PINS response and its justification for removing sites from the Green Belt in due time.

6.	**Transport and Infrastructure**
	General: Joan (Northumberland) advised that notes from their cross-boundary workshop on Infrastructure will be circulated. This will also cover cross-boundary transport issues. **Transport** Jon Higgins advises that it was his understanding that identified transport issues would be reported through the notes from the Northumberland cross-boundary workshop. An interim note prepared by Jon was tabled (attached). All agreed to look at issues raised, to see whether other issues need to be added. Northumberland advised that Mike Scott may no longer be leading on this work and will advice on who will be responsible for cross-boundary transport issues. **IDP and CIL** The Northumberland cross-boundary workshop was a useful start to the discussion on cross-boundary infrastructure issues. Newcastle advised that it had not succeeded to organise the agreed meeting to discuss cross-boundary infrastructure issues, including education. Joan to establish whether a meeting is required. **Infrastructure Table** It was agreed that the Infrastructure pro-forma (attached) would be circulated with the view of populating the table. This will assist with agreeing the strategic cross-boundary issues relevant to the Duty to Co-operate for North of the Tyne. As a pro-forma, it would be prudent to include potential cross boundary issues, even if it is ultimately agreed that a particular issue is not strategic or requires no further action. All to refer to the note on transport in completing this table.
	Agreed Actions 1. Northumberland to circulate note of the cross-boundary infrastructure workshop 2. Northumberland to establish whether a meeting on education is required between Newcastle and Northumberland. 3. All to update the Infrastructure Table on cross-boundary issues. Responses to be circulated prior to the next meeting, to enable a revised consolidated table to be prepared for the next meeting.
7.	**Waste & Minerals**
	Waste: A meeting of the NE Waste Planning Group combined with the Northern Counties Minerals and Waste Planning Group was held on 4 October 2012. Notes of the meeting will be circulated, when received. Issues discussed relevant to this meeting included: <u>Cross Boundary waste planning issues:</u> A pro-forma has been circulated to all authorities, aimed at establishing cross-boundary issues. It is currently envisaged that the outcomes will be tabulated by the end of November. This, together with the Waste Arising and Waste Management Capacity study should provide the basis for a joint position statement on waste.

	Study on low level radioactive waste arising in North East England. The suggested brief for this study had previously been circulated. All were requested to advise whether their authority is willing to participate. **Minerals:** The preparation of a Local Aggregate Assessment for the North East, co-ordinated through Durham (Jason Mckewon) and Northumberland (Kevin Tipple) was agreed. A briefing note (attached) was prepared for this work. Opportunities for a joint up approach to safeguarding and alignment of criteria based polices will require further discussions..
	Agreed Actions 1. Need to ensure that waste pro-forma's are completed 2. Need to advise Rick Long (Durham) whether your authority will participate in the low level radioactive waste study. 3. Further discussion to be held to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and Waste.
8.	**Flood Risk and the Coast**
	Flood Risk and Water Management No progress, as meeting with NWL and EA was cancelled. Joan agreed to check with Gayle (Gateshead) on when this meeting will be scheduled. **Coastal Management** Meeting yet to be organised.
	Agreed Action 1. Joan to chase Gateshead about rescheduling the joint meeting with NWL, EA and LAs. 2. Northumberland and North Tyneside to meet to discuss coastal management
9.	**Natural and Built Environment**
	A first meeting of the Green Infrastructure & Biodiversity workshop was held in Northumberland on 20 September 2012, the action notes from the meeting are attached. A follow up meeting is scheduled for 26 October. Main actions agreed are: • Each authority to map their GI Network at a 1:50,000 scale before the next meeting, to enable us to identify alignment and non-alignment. • Each Authority to circulate their draft Core Strategy policies, to enable discussing aligning criteria. • All to review the Established Cross-Boundary Partnership and Working Groups table to enable us to prepare a North of the river table.
	Agreed Action Northumberland to feed back from the next meeting/
10.	**Existing Working Groups**
	Newcastle tabled a first attempt to update list of existing Partnerships and

	Working Groups. This was based on the previously circulated South of the river table with track changes. The table should be reviewed to reflect partnerships and working groups relevant to the North of the river duty to co-operate.
	Agreed Action All to review the table and suggest additions and deletions prior to our next meeting.
11	**Any Other Business**
	The MOU was agreed for sign-off (subject to minor amendments) at the meeting of the 7 LEP Chief Executives on 5 October 2012. The next Heads of Planning Group Meeting, where strategic issues will be discussed, is scheduled for 5 November 2012. PINS will attend this meeting, to talk about Duty to Co-operate
12	**Next Meeting**
	It was agree that the next meeting will be organised for end November (about six weeks time).

GREEN INFRASTRUCTURE & BIODIVERSITY
DUTY TO CO-OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	October 26, 2012	
Location:	Northumberland County Council, County Hall, Morpeth	
Present:	Jo-Anne Garrick (Chair)	Northumberland County Council
	Charlotte Colver	Northumberland County Council
	David Feige	Northumberland County Council
	Claire Dobinson-Booth	North Tyneside Council
	Derek Hilton-Brown	Newcastle City Council
	Theo van Looij	Newcastle City Council
	Gill Thompson	Northumberland National Park
Apologies	Joan Sanderson	Northumberland County Council
	Peter Slegg	North Tyneside Council

1.	**Notes from previous meeting**
	Notes from the previous meeting held on September 20, 2012, were agreed as being an accurate record.
2.	**Mapping green infrastructure and biodiversity across boundaries**
	Maps showing networks and sites at 1:50000 scale were brought to the table by Northumberland, Newcastle and North Tyneside Councils and there was discussion on GI alignment, particularly on wildlife corridor mapping. There is a history of wildlife corridor mapping through the former Blyth Valley Borough Council, North Tyneside Council and UK/Northumberland BAPs. It was agreed that individual partners will benefit most from sitting down and analysing maps in detail and, while understanding that neighbouring plans maybe mapping in a different way all are trying to identify, for example stepping stones and islands that need connecting including across local authority boundaries.
	Agreed Actions 1. Charlotte to pursue issue of sharing GIS layers 2. David Feige, Jackie Hunter and Derek Hilton Brown to progress cross boundary wildlife issues

3.	**Green Infrastructure Policy Options**
	It was noted that it would be useful to agree on a definition of 'green infrastructure' (GI). It was agreed that this would need to be based on the following principles: • incorporation of genetic exchange and migration; • The Wildlife Trusts' vision of living landscapes - how land is managed to do more for wildlife, people and the economy • multi-functionality particularly around settlements It was agreed that in some cases, for example in coastal areas where economic benefit from tourism may conflict with nature or heritage conservation, multi-functionality may require different functions on adjacent sites rather than several conflicting functions on one site. There was general discussion on the different approaches required in urban and rural areas depending on the scale of the infrastructure network. Theo drew attention to the fact that budgetary constraints on the Council's ability to commit to GI projects is forcing a redraft of Newcastle's draft GI Delivery Plan to get back to a more strategic approach that sets the scene, describing what actions a developer needs to consider to contribute to GI. It was agreed to defer a discussion on the alignment of policies across boundaries until a later date.
	Agreed Actions 3. All will circulate copies of draft policies or principles underpinning GI policies and Charlotte agreed to circulate an electronic copy of the draft North Tyneside Green Infrastructure policy, provided by Claire.
5.	**Existing Working Groups**
	Theo has revised the list of existing partnerships and working groups and will circulate it for the next meeting for a discussion on strategic groups and other groups.
	Agreed Action 4. Agreed that members would review the Natural Environment Groups and provide amendments/additions for next North of Tyne Duty to Co-operate meeting. 5. Charlotte agreed to find out how far the regional LCA funded by natural England progressed prior to the ending of the Environment Forum and Landscape Forum subgroup.
6	**Next Meeting**
	It was agreed to meet early in December on a Wednesday, Thursday or Friday at North Tyneside Council's Offices. Possible dates, subject to North Tyneside meeting room availability, are: Wednesday 12, Thursday 13 or Friday 14, December, 2012

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	29 November 2012	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Joan Sanderson	Northumberland County Council
	Jo-Anne Garrick	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Stephen Ottewell	North Tyneside Council (Capita Symonds)
	Theo van Looij	Newcastle City Council

1.	**Apologies for absence**
	None
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**Population and Housing**
	Population, housing and economic growth: There was a general discussion around the reliability of population projections, especially when compared with economic growth projections. Within this context, Newcastle expressed concerns about Table 2 in the current report to Chief Executives on the Duty to Cooperate circulated by Gateshead, as it appears to be derived from the 2010 based population projections. Northumberland advised that they have appointed Edge Analytics consultants to undertake demographic forecasting and St Chad's to update their economic forecasting to assist with population and economic growth projections. Edge Analytics had requested information on population and economic growth projections for North Tyneside and Newcastle to assist with their work. North Tyneside reported that they had not really started work on population and economic growth projections. Newcastle agreed to send through the webpage link to their population and economic projections work. Agreed that Northumberland and North Tyneside would forward any final comments on Newcastle's "Duty to Co-operate Housing Note" distributed at the Housing, Population and Economy meeting on 10 October 2012 and Peter would produce a short paper on reconciling the various data streams on population and

	economy as agreed at that meeting, prior to the next meeting. Newcastle to organise next meeting, preferably within 2-3 weeks. **Alignment SHMA and SHLAA work and viability assumptions** Newcastle reported that DTZ had reviewed the assumptions used for build costs in their SHLAA viability assessment and that they were generally correct. Newcastle agreed to share their work on viability assumptions. It was agreed that further discussion on aligning SHMA and SHLAA work, including viability assumptions will be discussed at the next meeting of the Housing Population and Economy workshop. **Indicative Housing Map** North Tyneside produced an indicative housing sites map for the three local authorities, based on shapefiles for Northumberland and North Tyneside, but for Newcastle, on information gathered from the web. Newcastle agreed to send shapefiles for both SHLAA and SLR sites. The map will only show housing sites of 100 dwellings or more. Martin will update plan and provide a larger scale version, focusing on the major urban areas, Green Belt and LA boundaries. **Gypsies and travellers** Northumberland reported that internal discussions had taken place with housing colleagues regarding to progressing an update to their Gypsy and Travellers needs assessment and it would appear that they have a lot more up to date in-house data available to assist with the assessment. Discussion took place around the need for up to date data. Agreed that Northumberland would require information from each authority to progress the scoping of this work. Northumberland to circulate a request, identifying required information.
	Agreed Actions 1. Northumberland and North Tyneside to ensure comments on the "Duty to Co-operate Housing Note" are forwarded to Peter. 2. Peter to prepare a short paper on reconciling the various data streams on population and economy 3. Newcastle to organise meeting of the Population, Housing and Economy working group. 4. Meeting to further discuss opportunities for aligning SHMA and SHLAA work, including viability assumptions. With Newcastle sharing their work on viability assumptions. 5. North Tyneside to progress the indicative North of Tyne housing map; Newcastle to provide North Tyneside with the required shape files (SLR, SHLAA). 6. Northumberland to circulate request for information on Gypsies and Travellers and report back on progress at the next meeting. 7. Newcastle to send through the webpage link to their population and economic projections work.
4.	**Economic Growth**
	Economic Growth is being discussed by the Population, Housing and Economic Growth working group (see previous section). Nicola agreed to circulate the LEP based economic assumptions and, when available, the NEXUS future scenarios.

	Indicative Employment Map North Tyneside are progressing this mapping exercise. **Airport Employment proposals** Nicola advised that the Airport has appointed ARUP's to produce a revised and updated masterplan for the employment area south of the airport. Northumberland advised that they requested information relating to Newcastle's policy approach for the airport from Peter, but have yet to receive a response. Nicola advised that it would be Katy Deeble who deals with employment land and would ask her to send through the draft economy policies for Newcastle Airport.
	Agreed Actions 1. Economic growth to remain on the agenda of the Population, Housing and Economic Growth working group. 2. North Tyneside to progress the indicative North of Tyne employment map; as part of the indicative housing map; all to provide North Tyneside with the required shape files. 3. Newcastle to circulate the LEP based economic assumptions and, when available, the NEXUS future scenarios. 4. Newcastle to send draft economy policies relating to Newcastle Airport.
5.	**Green Belt**
	The planned meeting with PINS was cancelled and will not be reconvened until early 2013. Some answers were provided at the PAS/PINS Local Plan Discussion Session on 16 October that provided Newcastle with some comfort on the current approach.
	Agreed Actions Newcastle to circulate the Newcastle/Gateshead note of the PAS/PINS Local Plan Discussion Session.
6.	**Transport and Infrastructure**
	Transport Jon Higgins advises that there are regular meetings with North Tyneside and that a follow up meeting has been organised with Northumberland to agree the modelling work required in support of the identified cross-boundary transport issues. **Schools** Joan advised that a meeting between Northumberland and Newcastle, to discuss cross boundary issues around education had resulted in agreement on the way forward. Newcastle agreed to circulate notes of the meeting *(still outstanding).* It was agreed that similar meetings would be required with North Tyneside. It was agreed that we should be working towards a joint statement on education provision. **Water** See section 8 **IDP and CIL** The Northumberland cross-boundary workshop was a useful start to the

	discussion on cross-boundary infrastructure issues. The notes of the workshop were still to be circulated..
	Agreed Actions 1. Northumberland to circulate note of the cross-boundary infrastructure workshop. 2. Newcastle to circulate notes of the education meeting. 3. Education meeting(s) to be arranged with North Tyneside.
7.	**Waste & Minerals**
	Waste: Joan tabled the notes of the North East Waste Planning Group meeting (4 October 2012). <u>Cross Boundary waste planning issues:</u> It was noted that the pro-forma, aimed at establishing cross-boundary issues was due by the end of November. This will enable us to establish a consistent and up-to-date baseline for each authority. This, together with the Waste Arising and Waste Management Capacity study should provide the basis for a joint position statement on waste. <u>Study on low level radioactive waste arising in North East England.</u> Newcastle advised that they had intended to ask PINS about the need for this study; unfortunately the meeting was cancelled and that the delay in reconvening this meeting means that we need to make a decision on this study without the benefit of PINS advice. It was therefore considered prudent to commission the study, as the cost to individual Councils would be minimal, compared to a local authority having to commission such study in isolation when preparing for the Enquiry in Public. Six of the seven LEP area authorities have currently signed up and agreed to a maximum contribution of £1,800 from each authority. North Tyneside agreed to establish whether they would be in a position to contribute. Newcastle agreed to circulate their updated waste chapter for information. **Minerals:** Kevin Tipple (Northumberland) is working with Durham (Jason Mckewon) on the preparation of a Local Aggregate Assessment for the North East. Opportunities for a joint up approach to safeguarding and alignment of criteria based polices will require further discussions.
	Agreed Actions 1. All agreed to ensure that completed waste pro-forma's were returned. 2. North Tyneside to advise Rick Long (Durham) whether participation in the low level radioactive waste study would be possible. 3. Newcastle to circulate their revised waste chapter. 4. Further discussion required to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and waste.
8.	**Flood Risk and the Coast**
	Flood Risk and Water Management

	Nicola advised that Gateshead and Newcastle have sent a letter to NWL requesting cooperation on water management issues for the LDF. It would appear that NWL and EA have now agreed to reconvene the meeting that was previously cancelled. **Coastal Management** Northumberland and North Tyneside agreed to share draft policies on coastal change management and to organise a meeting to discuss coastal management issues.
	Agreed Action 1. Northumberland and North Tyneside to share draft policies on coastal change management and to meet to discuss coastal management issues.
9.	**Natural and Built Environment**
	A follow up meeting of the Green Infrastructure & Biodiversity workshop was held in Northumberland on 26 October. Northumberland apologised for the delay in issuing notes of this meeting, this was due to work pressures. Newcastle and North Tyneside have prepared a joined-up map of the GI network. This will need to be forwarded to Northumberland with the view to preparing an integrated (high level) GI map between the three authorities.
	Agreed Action 1. Northumberland to circulate Meeting Note for last GI meeting. 2. Northumberland to circulate the joined-up map of the GI network.
10.	**Existing Working Groups**
	No progress; it was agreed that all would scrutinise the latest table, circulated by Newcastle and provide feedback, additions and deletions to Kelly Graham in Newcastle, with the view of preparing an updated table prior to our next meeting. It was noted that there appeared to be no current cross-boundary partnership working on housing issues; all to check with housing colleagues and establish what partnerships may exist. Northumberland suggested that we should endeavour to have a LEP Planning Policy Officers group similar to the LEP Development Management group.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to Kelly as a matter of urgency. 2. As part of this, all to identify known cross boundary housing partnerships or working groups. 3. Northumberland to raise formation of a LEP Planning Policy Officers group at next Heads of Planning Group.
11	**Any Other Business**
	Progress with LDF: North Tyneside advised that a revised LDS has been adopted by Council at their October meeting. Their timetable is for consultation on a pre-publication document in Summer. Newcastle and Gateshead intend to consult on updated and new evidence in Spring with a view of consulting on the Submission Draft Core Strategy in Summer/ early autumn.

	Northumberland are on track to publish a Preferred Options Core Strategy in February and are scheduled to consult on a pre-submission draft in autumn. **Issues and Infrastructure Table** The cross boundary issues and infrastructure table was discussed at some length. Feedback from the Heads of Services meeting was that whilst the table was valuable, on balance it was too detailed and difficult to navigate. It was generally felt that, going forward, there should be a clearer link between the identified issues and the strategic priorities set out in paragraph 156 of the NPPF. Stephen suggested that the table would be more useful if it was structured to have a list of issues and then a column which identified the authorities which shared this issue, rather than having separate tables for each authority. Newcastle to prepare a template based on these principles for discussion with the South of the river authorities. Once the full table (checklist) on issues has been agreed, we should produce a table that contains only the agreed <u>strategic</u> cross boundary issues.
	Agreed Action 1. Newcastle to prepare and circulate template of revised cross-boundary issues for discussion with both North and South of the river authorities 2. All to assist in populating revised table once agreed.
12	**Next Meeting**
	It was agreed that the next meeting will be organised by Newcastle in approximately six weeks time.

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	10 January 2013	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Theo van Looij	Newcastle City Council

1.	**Apologies for absence**
	Jo-Anne Garrick (Northumberland County Council)
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	Newcastle – Gateshead recently met with PINS to discuss and receive advice on preparing a sound Core Strategy. From those discussions Newcastle gained significant comfort that the approach taken should be sufficient to meet the inspectorate's requirements of evidence of co-operation. In particular the meeting reinforced that it is not a duty to agree on every potential issue, but demonstrate that efforts have been made to co-operate. LAs should focus on ensuring their own plan is sound. If an LA meets the needs demonstrated by their own evidence and can demonstrate co-operation that is likely to be sufficient. Newcastle proposed at the head of the meeting to merge future housing and economy meetings with this overarching cross-boundary group. Discussion agreed that most major cross boundary issues requiring ongoing meetings boiled down to housing and employment. Other groups such as Natural Environment and Green Infrastructure, Waste and Minerals may continue to meet on their own terms.
	Agreed Actions 1. Merge overarching North of Tyne cross-boundary issues meeting with Housing and Employment sub-group meeting. 2. Newcastle to circulate note of meeting with PINS.
4.	**Population and Housing**

	Population, housing and economic growth: Agreed that Northumberland and North Tyneside would forward comments on Newcastle's note "Establishing a Preferred Population and Housing Scenario for the LEP" distributed at the Housing, Population and Economy meeting on December 12th 2012. North Tyneside and Northumberland indicated they were largely comfortable with this but need to confirm and respond to Newcastle. Northumberland advised that they have initial results from demographic forecasting undertaken by consultants Edge Analytics. St Chad's to update their economic forecasting to assist with population and economic growth projections. There was some discussion of an offer from TWRI to prepare alternative population projections, described as more accurate than projections from ONS. There was agreement that for North of Tyne this offer would not be taken up. **Alignment SHMA and SHLAA work and viability assumptions** All SHMAs are undergoing review / updating. Agreed that each would have regard to the wider market areas incorporating Newcastle, Northumberland and North Tyneside. Aligning SHMA and SHLAA work, including viability assumptions ongoing. **Indicative Housing Map** Indicative housing sites map produces by North Tyneside still awaiting shapefiles from Newcastle. Newcastle agreed to send shapefiles for both SHLAA and SLR sites. The map will only show housing sites of 100 dwellings or more. Martin will update plan and provide a larger scale version, focusing on the major urban areas, Green Belt and LA boundaries. **Gypsies and travellers** Northumberland taking lead. Discussion of request for information from Ben Stubbs (South Tyneside) and whether North of Tyne will progress a separate update to the Gypsy and Traveller Accommodation Assessment, or a LEP wide assessment. Noted that Durham County Council have commenced a review. Agreed that Northumberland would email all seven LEP authorities.
	Agreed Actions 1. Northumberland and North Tyneside to ensure comments on the "Preferred population and housing scenario" are forwarded to Peter Cockbain. 2. Continue to include discussion of SHMA and SHLAA work, including viability assumptions within Housing & Economy meeting, with Newcastle sharing their work on viability assumptions. 3. North Tyneside to progress the indicative North of Tyne housing map; Newcastle to provide North Tyneside with the required shape files (SLR, SHLAA). 4. Northumberland to circulate email to all 7 LEP authorities regarding Gypsies and Travellers.
5.	**Economic Growth**
	Economic Growth is being discussed by the Population, Housing and Economic Growth working group (see previous section). Nicola agreed to circulate LEP based economic assumptions and when available, the NEXUS future scenarios. Email highlighted by Joan that referred to joint commissioning of LEP Economic Projections. North of Tyne planning group had previously been unaware of this

	and will confirm with relevant regeneration officer teams. Noted that LEP wide projections potentially more robust than district level projections and could build into and inform work on preferred scenarios for growth and population. **Indicative Employment Map** North Tyneside are progressing this mapping exercise. **Airport Employment proposals** Agreed this is a site specific boundary issue and whilst relatively minor requires ongoing cooperation between Newcastle and Northumberland.
	Agreed Actions 1. Economic growth to remain on the agenda of the Population, Housing and Economic Growth working group. 2. All to chase up with relevant regeneration / business investment teams information regarding LEP economic projections. 3. North Tyneside to progress the indicative North of Tyne employment map; as part of the indicative housing map; all to provide North Tyneside with the required shape files. 4. Newcastle to circulate the LEP based economic assumptions and, when available, the NEXUS future scenarios.
6.	**Green Belt**
	Following meeting with PINS Newcastle clear that as they are not undertaking a full review but simply deleting specific areas of Green Belt there will not be a requirement for Safeguarded Land. Northumberland have responded to consultation on the SEA for revocation of the RSS indicating it supports retention of Structure Policy S5, related to Green Belt around Morpeth. Further discussion considered whether any further response to the SEA consultation should be made by Newcastle / jointly with partners in the sub-region. (N.B. consultation period closed 10th January 2013)
	Agreed Actions 1. Northumberland to circulate response to SEA consultation.
7.	**Transport and Infrastructure**
	Transport Modelling Discussion of modelling work still ongoing between engineers at Newcastle, Northumberland and North Tyneside. Currently Newcastle and JMP have commissioned modelling for there area through JMP. Proposed North of Tyne group should organise meeting bringing together engineers from North Tyneside, Newcastle and Northumberland to agree a timetable and approach. **Schools** Newcastle and Northumberland met and bottomed cross-boundary education issues. Newcastle to circulate notes of the meeting. It was agreed that similar meetings would be required with North Tyneside. It was agreed that we should be working towards a joint statement on education provision. **Water**

	See section 9 **IDP and CIL** The Northumberland cross-boundary workshop was a useful start to the discussion on cross-boundary infrastructure issues. The notes of the workshop were still to be circulated.
	Agreed Actions 1. All to action joint meeting with highways engineers on transport modelling. 2. Northumberland to circulate note of the cross-boundary infrastructure workshop. 3. Newcastle to circulate notes of the education meeting. 4. Education meeting(s) to be arranged with North Tyneside.
8.	**Waste & Minerals**
	Waste: Joan tabled the notes of the North East Waste Planning Group meeting (4 October 2012). <u>Cross Boundary waste planning issues:</u> Waste pro-formas completed and submitted to Rick Long (Durham) await any further requests / output. <u>Study on low level radioactive waste arising in North East England.</u> Discussion around value of proposed study. Discussion with PINS apparently indicated that failure to undertake the study would not necessarily result in plans being found unsound. Acknowledged that sufficient data could be collated through direct communication with know sources – Hospitals and Universities. However, additionally noted that most South of Tyne authorities signed up to study. Northumberland tend to favour undertaking the study and Newcastle happy to contribute up to a fixed sum. North Tyneside do not intend to contribute to the study. **Minerals:** Kevin Tipple (Northumberland) is working with Durham (Jason Mckewon) on the preparation of a Local Aggregate Assessment for the North East, ongoing. Confirmed that a sub-regional assessment can be considered "local" for the purposes of NPPF. Opportunities for a joint up approach to safeguarding and alignment of criteria based polices, ongoing.
	Agreed Actions 1. All agreed to ensure that completed waste pro-forma's were returned. 2. North Tyneside to advise Rick Long (Durham) whether participation in the low level radioactive waste study would be possible. 3. Newcastle to circulate their revised waste chapter. 4. Further discussion required to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and waste.
9.	**Flood Risk and the Coast**

	Flood Risk and Water Management Following letter sent to NWL a regular meeting has now been set up and seeking joint meeting with EA important. Key issues focused on drainage and capacity at Howdon. Meeting took place on 12th December on NWL drainage model. NWL understand relationship to Core Strategy production and to work up joint statement on their work programme. Draft text will be agreed to include in Infrastructure Delivery Plans. NWL require information from each LA on timetables for plan delivery. **Coastal Management** Northumberland and North Tyneside have shared draft policies on coastal change management and planning a joint meeting following conclusion on Northumberland preferred options consultation.
	Agreed Action 1. Share information with NWL as requested. 2. Northumberland and North Tyneside to share draft policies on coastal change management and to meet to discuss coastal management issues.
10.	**Natural and Built Environment**
	Meeting of GI cross boundary group 16th January at which completed joint map will be presented. In terms of achieving requirements for LDF / Core Strategy topic reaching conclusion. Proposed that after next meeting, no further major planning involvement required.
	Agreed Action 1. Northumberland to circulate Meeting Note for last GI meeting. 2. Northumberland to circulate the joined-up map of the GI network.
11.	**Existing Working Groups**
	Some progress, Sub-Regional Housing Group re-discovered and confirmed that it meets quarterly. Idea of a LEP Planning Policy Officers group similar to the LEP Development Management group continued to be supported.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups. 2. Northumberland to raise formation of a LEP Planning Policy Officers group at next Heads of Planning Group.
12.	**Any Other Business**
	Progress with LDF: North Tyneside still on course for timetable as published in LDS October 2012, with Core Strategy draft plan consultation summer 2013. Newcastle and Gateshead still intend to consult on updated and new evidence in Spring with a view of consulting on the Submission Draft Core Strategy in Summer/ early autumn. Cabinet in March to consider sweep of issues including position on latest evidence, SCI, approval to produce DM policies DPD and approach to statutory consultation. Northumberland's Preferred Options Core Strategy to be published for

	consultation in the first week of February and are scheduled to consult on a pre-submission draft in autumn. **Issues and Infrastructure Table** Newcastle circulated revised table of cross boundary issues. Noted as an improved approach, all to consider and add as necessary. Objective to
	Agreed Action 1. All to assist in populating revised infrastructure table.
13.	**Next Meeting**
	It was agreed that the next meeting will be merged with the Housing and Economy meeting, to be organised by Newcastle for early February.

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	13 February 2013	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Theo van Looij	Newcastle City Council
	Peter Cockbain	Newcastle City Council
	Katy Deeble	Newcastle City Council

1.	**Apologies for absence**
	n/a
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	It was agreed that going forward there would be single North of Tyne DtC meetings. The technical discussions relating to transport, GI etc. will be reported through as necessary through this meeting. It was noted that the GI work has now progressed and that future discussions, whilst supported, are outside the remit of Planning Newcastle advised that the NewcastleGateshead note of PINS meeting has been sent to the Inspector for sign-off. Northumberland has been tasked with organising a LEP Policy Officers housing meeting.
	Agreed Actions 1. Northumberland County Council to arrange LEP Policy Officers housing meeting. 2. Newcastle to circulate note of meeting with PINS, once signed-off by Inspector

4.	**Population and Housing**
	Population, housing and economic growth: Progress on individual work was discussed and the delay in the release of DCLG headship rates noted. It was agreed that we should reconvene when DCLG headship rates are available, to discuss impacts. The note prepared by Peter and amended by Nicola was circulated all need to provide comments ASAP. It was agreed that the note should be expanded to include references to cross boundary commuting Peter was asked to prepare a note for the next meeting on cross-boundary commuting. **Alignment SHMA and SHLAA work and viability assumptions** Newcastle has first revised draft. The revised household projections, based on DCLGs headship rates and the subsequently updated St Chad's work will need to be factored into the revised SHMA, prior to publication May. Newcastle advised that concerns about the viability of some sites remains an issue. Options to exchange surplus employment sites for residential are being explored. It also needs to be acknowledged that build rates in Scotswood will be slow. Newcastle has identified the need for at least 6,000 homes within the Green Belt in order to achieve the identified need for 20,000 new homes. **Indicative Housing Map** North Tyneside still awaiting shapefiles from Newcastle, in order to finalise the indicative housing sites map. Peter agreed to provide shapefiles for both SHLAA and SLR sites ASAP. It was agreed that the map will only show housing sites of 100 dwellings or more. **Gypsies and travellers** Northumberland advised that they have a lot of information and that the requirement will form part of their housing needs assessment. They will share the proposed methodology and ask for specific evidence from Newcastle and North Tyneside. It was agreed that a separate meeting will be organised by Northumberland to progress this work.
	Agreed Actions 1. North of Tyne meeting to be reconvened, after headship rates are released by DCLG. 2. All to provide comments on population note, if required, as a matter of urgency; 3. Newcastle to prepare note on cross-boundary commuting issues and circulate before the next meeting 4. Newcastle to share their work on viability assumptions. 5. Newcastle to send the required shape to North of Tyne housing; the cross boundary housing and employment map to be finalised prior to next meeting. 6. Northumberland to organise meeting to discuss approach to (1) Gypsy and Traveller sites and (2) viability..
5.	**Economic Growth**
	The next LEP session on the 15 March will discuss a summary of the findings. Nicola advised on the identification of a possible solus site, east of the airport (see airport employment proposals below).

	Newcastle – ADZ are evaluating office conversion exemptions for sites in the City Centre. DTZ are preparing work on the viability of conversion of offices to residential in Grainger Town. North Tyneside are progressing an office conversion exemption for Riverside and Northumberland will look at an office conversion exemption in their LDO areas. **Indicative Employment Map** Noted, discussed as part of housing and employment map. **Airport Employment proposals** The possible approach to introducing a solus site east of the airport was discussed. The Airport is to be a major focus for general employment B1/B2/B8 uses that would benefit from clustering next to the Airport. The southern part of the site approximately 20ha was already consulted on in the SLR. A further 10/12ha would be safeguarded for a solus site. This is in keeping with the revised ELR following the proposed allocation for housing of Newburn and Newcastle great Park employment sites. Agreed this requires ongoing cooperation between Newcastle, North Tyneside and Northumberland.
	Agreed Actions 1. The indicative North of Tyne employment map will be progressed as part of the indicative housing map. 2. Newcastle to circulate the LEP based economic assumptions and, when available, the NEXUS future scenarios.
6.	**Green Belt**
	General discussion on progress in Northumberland and Newcastle with regard to the release of some Green Belt land for housing and comments received from PINS on NewcastleGateshead approach. Newcastle expected to publish revised Green belt Boundary in the spring.
	Agreed Actions No action identified
7.	**Transport and Infrastructure**
	Transport Modelling Discussion of required modelling work is ongoing between Traffic Planners at Newcastle, Northumberland and North Tyneside. We need to ensure that this work is progressed in a timely manner, to ensure evidence to support our Local Plan is available when required. North Tyneside to arrange meeting with Transport Planners from North Tyneside, Newcastle and Northumberland, to agree a timetable and approach. **Schools** Newcastle has now circulated notes of the meeting with Northumberland on education. It was agreed that similar meetings would be required with North Tyneside and that we work towards a joint statement on education provision for North of the river. Kathy Verlander at Newcastle is looking at this. **Water**

	See section 9 **IDP and CIL** Northumberland agreed to circulate notes of their cross-boundary workshop on infrastructure. Northumberland's IDP report is on their website, as part of the preferred options.
	Agreed Actions 1. North Tyneside to arrange meeting with Transport Planners on transport modelling and evidence. 2. Northumberland to circulate note of the cross-boundary infrastructure workshop 3. Meeting(s) to be discuss education to be arranged with North Tyneside. 4. Newcastle to prepare a draft position statement on education.
8.	**Waste & Minerals**
	Waste: Joan tabled the notes of the North East Waste Planning Group meeting (held on the 4 October 2012). Northumberland have advised that the next meeting has been postponed until late March, early April. <u>Study on low level radioactive waste arising in North East England.</u> The study has now been commissioned through Durham. **Minerals:** Kevin Tipple (Northumberland) with Jason Mckewon (Durham) are preparing an updated Local Aggregate Assessment for the North East. Confirmed that a sub-regional assessment can be considered "local" for the purposes of NPPF, provided the evidence can be 'apportioned' to the individual LA level. Consideration on a joint up approach to safeguarding and the alignment of criteria based polices is ongoing. Suggest that this is discussed at the next North East Waste Planning Group meeting.
	Agreed Actions 1. Further discussion required to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and waste.
9.	**Flood Risk and the Coast**
	Flood Risk and Water Management NWL are evaluating the SHLAA, SLR and ELR sites proposed in the One Core Strategy for NewcastleGateshead and will report soon on the outcomes. Newcastle are developing development frameworks for the major housing sites for discussion with developers in March. Northumberland will be asking NWL to undertake an evaluation of their revised SHLAA. **Coastal Management** Northumberland and North Tyneside agreed to meet to further discuss coastal change management, following conclusion on Northumberland preferred options consultation.

	Agreed Action 1. Northumberland and North Tyneside to organise meeting to discuss coastal change management, following Northumberland's Preferred Options consultation
10.	**Natural and Built Environment**
	Meeting of GI cross boundary group was deferred, currently being rescheduled. It was agreed that in terms strategic cross boundary issues relating to achieving the requirements for Local Plan / Core Strategy, planning policy input was no longer a priority.
	Agreed Action 1. Northumberland to reschedule the GI meeting.
11.	**Existing Working Groups**
	It was agreed that we need to revise and agree the table off cross-boundary working groups. We need to clearly identify which groups are relevant to the DtC. Theo agreed to re-circulate the table.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups and additional detail, where avilable, prior to the next meeting.
12.	**Any Other Business**
	A short discussion on progress with Local Plans by the three authorities. Newcastle advised of the difficulties for the timetable caused by DCLG deferring the release of the headship rates.
	Agreed Action No action identified
13.	**Next Meeting**
	24 April at Newcastle Civic Centre

Northumberland County Council | North Tyneside Council | Working in partnership with CAPITA SYMONDS | Newcastle City Council

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	24 April 2013	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Peter Cockbain	Newcastle City Council
	Katy Deeble	Newcastle City Council

1.	**Apologies for absence**
	TvL has left the Council
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	Newcastle circulated the NewcastleGateshead note of PINS meeting Northumberland has been tasked with organising a LEP Policy Officers meeting.
	Agreed Actions 1. Northumberland County Council to arrange LEP Policy Officers meeting.
4.	**Population and Housing**
	Population, housing and economic growth: Northumberland awaiting Edge Consultancy work. Northumberland will contact St Chads to discuss population projections. Newcastle circulated a note on 'Establishing population change and housing requirements for North of Tyne LADs' **Alignment SHMA and SHLAA work and viability assumptions** Newcastle will be taking the Core Strategy and UCAAP Consultation Draft to

	July cabinet. **SHMA expected 21 May** **SHLAA to be finalised by the 30 May** Newcastle circulated a note on viability and education provision **Indicative Housing Map** North Tyneside to send shape file to Newcastle and Northumberland in order to finalise the housing and employment sites. **Gypsies and travellers** Northumberland advised that they are updating their evidence base. Cumbria local authorities are preparing a joint study and Northumberland have provided data for this. David Couttie is preparing an update to Newcastle and Gateshead's evidence. However, it is unlikely Newcastle will have a requirement. The criteria-based policy in the Core Strategy should be satisfactory.
	Agreed Actions 1. Northumberland and North Tyneside to provide comments on the 'population change and housing requirements' note asap 2. Newcastle to share their work on viability assumptions – circulated at meeting. 3. Newcastle and Northumberland to update Indicative map to include housing and employment sites.
5.	**Economic Growth**
	Newcastle – ADZ are evaluating office conversion exemptions for sites in the City Centre. DTZ are preparing work on the viability of conversion of offices to residential in Grainger Town. **Indicative Employment Map** Noted, discussed as part of housing and employment map. **Airport Employment proposals** The Airport is to be a major focus for general employment B1/B2/B8 uses. The southern part of the site approximately 20ha was already consulted on in the SLR. A further 10/12ha would be safeguarded for employment land. This is in keeping with the revised ELR following the proposed allocation for housing of Newburn and Newcastle Great Park employment sites. DTZ are preparing a market assessment on employment land at the Airport for Newcastle. Agreed this requires ongoing cooperation between Newcastle, North Tyneside and Northumberland.
	Agreed Actions 1. The indicative North of Tyne employment map will be progressed as part of the indicative housing map. 2. Newcastle to circulate the LEP based economic assumptions
6.	**Green Belt**
	General discussion on progress in Northumberland and Newcastle with regard to

	the release of some Green Belt land for housing. Newcastle expected to publish revised Green belt Boundary in the spring. The SLR 3 will include a justification for a robust boundary.
	Agreed Actions Newcastle to circulate SLR 3 with Northumberland and North Tyneside when available
7.	**Transport and Infrastructure**
	Transport Modelling Local Pinch Point Fund – local projects to remove bottlenecks and support development were discussed. Each Council has the following scheme bids: Newcastle - Cowgate, Haddricks Mill roundabout and Bluehouse roundabout North Tyneside - Four Lane Ends, Coast Road and Quorum Northumberland - Ashington/Blyth/Tyne line **Schools** Newcastle circulated a note at the meeting on viability and education provision. Education statements are to be prepared by Newcastle and then confirmed by Northumberland and N Tyneside by the end of May. **Water** See section 9 **IDP and CIL** Newcastle circulated a note at the meeting on viability and education provision. Northumberland agreed to circulate notes of their cross-boundary workshop on infrastructure. Northumberland's IDP report is on their website, as part of the preferred options.
	Agreed Actions 1. North Tyneside to arrange meeting with Transport Planners on transport modelling and evidence. 2. Northumberland to circulate note of the cross-boundary infrastructure workshop 3. **Harvey – note on what has been done jointly (ask Nicola).** 4. Newcastle to prepare a draft position statement on education. Circulated at meeting.
8.	**Waste & Minerals**
	Waste: Study on low level radioactive waste arising in North East England. The study has now been commissioned through Durham. Helen Spoors at Newcastle will take over responsibility for Waste and Minerals from TvL. **Minerals:** Kevin Tipple (Northumberland) with Jason Mckewon (Durham) are currently finalising Local Aggregate Assessment for the North East. It will be circulated with Tyne and Wear Authorities and should be signed off in early May. Consideration on a joint up approach to safeguarding and the alignment of criteria based polices is ongoing. Suggest that this is discussed at the next

	North East Waste Planning Group meeting.
	Agreed Actions 1. Further discussion required to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and waste.
9.	**Flood Risk and the Coast**
	Flood Risk and Water Management NWL have now provided Newcastle and Gateshead with comments concerning SLR and SHLAA sites. Critical Drainage Models have been prepared and NWL are happy with the Masterplan approach in the emerging Core Strategy. Northumberland will be asking NWL to undertake an evaluation of their revised SHLAA. **Coastal Management** Northumberland and North Tyneside agreed to meet to further discuss coastal change management, following conclusion on Northumberland preferred options consultation.
	Agreed Action 1. Northumberland and North Tyneside to organise meeting to discuss coastal change management, following Northumberland's Preferred Options consultation
10.	**Natural and Built Environment**
	Meeting of GI cross boundary group was deferred, currently being rescheduled.
	Agreed Action 1. The GI cross boundary meeting will be held on the 8 May.
11.	**Existing Working Groups**
	It was agreed that we need to revise and agree the table of cross-boundary working groups. We need to clearly identify which groups are relevant to the DtC.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups and additional detail, where available, prior to the next meeting. North Tyneside comments received and will be circulated prior to next meeting.
12.	**Any Other Business**
	Agreed Action No action identified
13.	**Next Meeting**
	24 July 2013

GREEN INFRASTRUCTURE & BIODIVERSITY
DUTY TO CO-OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	08 May 2013	
Location:	Northumberland County Council, County Hall, Morpeth	
Present:	Joan Sanderson (Chair)	Northumberland County Council
	David Feige	Northumberland County Council
	Claire Dobinson-Booth	North Tyneside Council
	Jackie Hunter	North Tyneside Council
	Derek Hilton-Brown	Newcastle City Council
Apologies	Charlotte Colver	Northumberland County Council
	Justin McLaughlin	Newcastle City Council

1.	**Notes from previous meeting**
	Notes from the previous meeting held on 26 October 2012 were agreed as being an accurate record.
2.	**Mapping green infrastructure and biodiversity across boundaries**
	Joan tabled a map prepared by Charlotte showing GI networks and sites and alignment across boundaries. This highlighted that there are generally good linkages across boundaries. David Feige, Jackie Hunter and Derek Hilton Brown had met to discuss cross boundary wildlife issues and as a result they had all been undertaking further work on wildlife corridors. Both David and Derek tabled wildlife corridor maps. Jackie reported both herself and Claire needed to undertake a review of both their existing and inspirational wildlife corridors but indicated that they did foresee any major issues in terms of cross border linkages. It was agreed that Northumberland would circulate the GIS shapefiles used to produce the map, once the wildlife network for South East Northumberland data had been added. Newcastle and North Tyneside would review the shapefiles, adding any additional data; include wildlife sites and water courses, and then re-circulate, highlighting any particular cross border issues.
	Agreed Actions 1. Charlotte to feed in wildlife network for South East Northumberland data from David and circulate GIS shapefiles. 2. Newcastle and North Tyneside would review the shapefiles, adding any

	additional data; include wildlife sites and water courses, and then re-circulate, highlighting any particular cross border issues.
3.	**Green Infrastructure Policy Options**
	Copies of draft policies or principles underpinning GI policies had been circulated previously as per the action in the previous minutes. It was agreed that there appeared to be no real conflicts emerging in terms of the draft policies so long as the need to protect and enhance cross border GI networks were recognised.
5.	**Existing Working Groups**
	Joan referred to the list of existing partnerships and working groups which had been circulated at a previous meeting. This list has since been amended and updated by Theo at Newcastle. Revised list to be circulated with the minutes for members to review and update where necessary. In relation to the regional LCA funded by Natural England, Charlotte to provide update to accompany the minutes of the meeting.
	Agreed Action 3. Agreed Northumberland would circulate the revised list of existing partnerships and working groups for members to review the Natural Environment Groups. Any amendments/additions to be provided to Charlotte for co-ordination and subsequent input into a consolidated amended list of existing partnerships and working groups to be forwarded to the North of Tyne Duty to Co-operate group. 4. Charlotte to provide update on how far the regional LCA funded by Natural England progressed prior to the ending of the Environment Forum and Landscape Forum subgroup to accompany the minutes of the meeting.
6	**Next Meeting**
	Joan reported that at the North of Tyne Group meeting held on 13 February 2013, it had been agreed that in terms of the strategic GI cross boundary issues relating to achieving the requirements for Local Plan / Core Strategy preparation, thus had now been achieved and that the planning input was no longer priority and that the GI and biodiversity meetings should now be driven by GI colleagues, with the planners taking a watching brief
	Agreed Action 5. Date of next meeting to be agreed between GI colleagues.

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	24 July 2013	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Peter Cockbain	Newcastle City Council
	Katy Deeble	Newcastle City Council

1.	**Apologies for absence**
	n/a
2.	**Action Notes Previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	Northumberland has been tasked with organising a LEP Policy Officers meeting.
	Agreed Actions 1. Northumberland County Council to arrange LEP Policy Officers meeting.
4.	**Population and Housing**
	Population, housing and economic growth: Discussion on Newcastle and Gateshead's census data, increase in resident workers, and reduction in out migration. Newcastle is planning for 15% affordable housing on development sites of 15 units or more. The majority of affordable housing will be brought forward on Council owned sites in the short term. Northumberland must plan for economic growth – south east Northumberland (Cramlington / Blyth / Morpeth) has potential for growth. Edge consultancy has been commissioned to prepare population projection work based on scenario testing and the role and function of settlements. Newcastle and North Tyneside strategies are broadly consistent. North Tyneside

	has commissioned consultants to prepare ELR (Oxford Economics) and SHMA (Arc Four). North Tyneside cabinet agreed 'Local Plan' Consultation Draft in October, with Publication Draft next Autumn 2014. Newcastle's SHMA and SHLAA are complete and published on Newcastle and Gateshead consultation website. **Indicative Housing Map** North Tyneside to send shape file to Newcastle and Northumberland in order to finalise the housing and employment sites. **Gypsies and travellers** Newcastle and Gateshead's evidence is being updated. Initial view is that the criteria-based policy in the Core Strategy is satisfactory.
	Agreed Actions 1. Newcastle and Northumberland to update Indicative map to include housing and employment sites.
5.	**Economic Growth**
	Newcastle – The Core Strategy and Urban Core Plan will allocate strategic employment areas, including Newcastle Airport for B1/B2/B8 uses. **Indicative Employment Map** Noted, discussed as part of housing and employment map.
	Agreed Actions 1. The indicative North of Tyne employment map will be progressed as part of the indicative housing map.
6.	**Green Belt**
	Newcastle's Submission Draft Plan sets out all the boundary changes which include land removed for development needs. This work is not a full green belt review as supported by Planning Inspectorate. Northumberland will look at safeguarding land as part of their review.
	Agreed Actions Newcastle's SLR 3 is now available on our website: http://onecorestrategyng.limehouse.co.uk/portal/planning_for_the_future_evidence_library
7.	**Transport and Infrastructure**
	Transport Modelling Local Pinch Point Fund – local projects to remove bottlenecks and support development were discussed. Each Council has the following scheme bids: Newcastle - Cow gate, Haddricks Mill roundabout and Bluehouse roundabout. The preliminary Environmental Impact Assessment work for the access road is expected in the Autumn.

	North Tyneside - Four Lane Ends, Coast Road and Quorum Northumberland - Ashington / Blyth / Tyne line Northumberland has met with Newcastle's Senior Specialist Transport Planner to discuss trip generation figures. **Schools** Discussions ongoing. **Water** See section 9 **IDP and CIL** Newcastle circulated a note at the meeting on viability and education provision. Northumberland agreed to circulate notes of their cross-boundary workshop on infrastructure. Northumberland's IDP report is on their website, as part of the preferred options.
	Agreed Actions 1. North Tyneside to arrange meeting with Transport Planners on transport modelling and evidence. 2. Northumberland to circulate note of the cross-boundary infrastructure workshop
8.	**Waste & Minerals**
	Waste: Study on low level radioactive waste arising in North East England. The Draft Study is available and has been sent to Cumbria County Council for comment. **Minerals:** Kevin Tipple (Northumberland) with Jason McKewon (Durham) have finalised the Local Aggregate Assessment for the North East. It has been circulated with Tyne and Wear Authorities and should be signed off in the Autumn.
	Agreed Actions 1. Further discussion required to consider: • Approach to Mineral Safeguarding Areas • Alignment of criteria based policies for minerals • Opportunity for a joint position statement for both minerals and waste.
9.	**Flood Risk and the Coast (no update reported at time of meeting)**
	Flood Risk and Water Management NWL have now provided Newcastle and Gateshead with comments concerning SLR and SHLAA sites. Critical Drainage Models have been prepared and NWL are happy with the Masterplan approach in the emerging Core Strategy. Northumberland will be asking NWL to undertake an evaluation of their revised SHLAA.

	Coastal Management Northumberland and North Tyneside agreed to meet to further discuss coastal change management, following conclusion on Northumberland preferred options consultation.
	Agreed Action 1. Northumberland and North Tyneside to organise meeting to discuss coastal change management, following Northumberland's Preferred Options consultation
10.	**Natural and Built Environment**
	Meeting of GI cross boundary group was on the 8 May.
	Agreed Action 1. Circulate GI cross boundary meeting notes from the 8 May.
11.	**Existing Working Groups**
	It was agreed that we need to revise and agree the table of cross-boundary working groups. We need to clearly identify which groups are relevant to the DtC.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups and additional detail, where available, prior to the next meeting. North Tyneside comments received and will be circulated prior to next meeting.
12.	**Any Other Business**
	Agreed Action No action identified
13.	**Next Meeting**
	TBC

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	26 November 2013	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Helen Dormand	Northumberland County Council
	Neil Cole	North Tyneside Council
	Martin Craddock	North Tyneside Council
	Michael Bullock	Arch 4
	Peter Cockbain	Newcastle City Council
	Katy Deeble	Newcastle City Council
	Dianne Perry	Newcastle City Council

1.	**Apologies for absence**
	n/a
2.	**Action Notes previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	Feedback at Councillor level across the DtC area has been positive and demonstrates that the Councils have been working together. .
	Agreed Actions 1. Northumberland County Council to arrange LEP Policy Officers meeting.
4.	**Population and Housing**
	Population, housing and economic growth: Discussion on housing numbers and the housing market across Tyneside and

	Northumberland. Newcastle's Submission Draft Core Strategy and Urban Core Plan will be reported to Cabinet on the 18 December. The Plan will then go before full Council on the 8 January 2014 for approval to submit to the Secretary of State. Newcastle hope to submit the Plan by mid February with the EiP expected to be in June. Northumberland's consultation on the 'Core Strategy Preferred Options 2 Report' started on the 31 October. All available evidence has been published. Next steps – consult on full draft in Spring 2014. North Tyneside's 'Local Plan Consultation Draft' consultation events started at the beginning of November and will run for approximately 11 weeks until the 6 January. Next steps – Preferred Options in June 2014. Arch 4 is conducting a SHMA for North Tyneside. There has been good community involvement. Findings to date show high interaction between Newcastle and North Tyneside. North Tyneside's population is balanced with all age groups growing. **Indicative Housing Map** North Tyneside to finalise the housing and employment sites. **Gypsies and travellers** Newcastle and Gateshead's evidence update is complete. The evidence concludes that no additional provision is required. The criteria-based policy in the Core Strategy is satisfactory. .
	Agreed Actions 1. Newcastle to prepare a position paper on housing across the North of Tyne DtC area 2. Newcastle to share brief for the economic projections update with Northumberland
5.	**Economic Growth**
	Newcastle – The Core Strategy and Urban Core Plan will allocate strategic employment areas. **Indicative Employment Map** Progressing. See agreed action.
	Agreed Actions 1. Newcastle to send housing and employment site shape files to North Tyneside. 2. Newcastle to prepare a position paper on employment across the North of Tyne DtC area.
6.	**Green Belt**

	Northumberland will look at safeguarding land as part of the Definition of the Green Belt boundary around Morpeth.
	Agreed Actions No action identified.
7.	**Transport and Infrastructure**
	Transport Modelling North of Tyne DtC discussions are ongoing regarding highways and infrastructure. North Tyneside is currently developing a local network transport model. Northumberland will prepare additional work on infrastructure once strategic growth areas have been identified. **Schools** Discussions ongoing. Newcastle will look at forming a new school planning zone to the north of the city which will include Great Park, Hazlerigg and Wideopen. **Water** Work ongoing. No discussion at meeting. **IDP and CIL** Work ongoing. No discussion at meeting.
	Agreed Actions 1. North Tyneside to arrange meeting with Transport Planners on transport modelling and evidence. 2. Note of the cross-boundary infrastructure workshop was circulated on the 8 March 2013.
8.	**Waste & Minerals**
	Waste: Waste planning group will meet on the 29 November. **Minerals:** North East aggregates group will meet on the 29 November.
	Agreed Actions 1. Newcastle and Gateshead are preparing position statements on minerals and waste. 2. Further discussion required on the approach to minerals and waste across the North of Tyne DtC area.
9.	**Flood Risk and the Coast (no update reported at time of meeting)**
	Flood Risk and Water Management Work ongoing. No discussion at meeting. **Coastal Management** Marine coastal zones have been designated.

	Agreed Action No action identified.
10.	**Natural and Built Environment**
	.n/a
	Agreed Action No action identified
11.	**Existing Working Groups**
	It was agreed that we need to revise and agree the table of cross-boundary working groups. We need to clearly identify which groups are relevant to the DtC.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups and additional detail, where available, prior to the next meeting. North Tyneside comments received and circulated.
12.	**Any Other Business**
	n/a
	Agreed Action No action identified
13.	**Next Meeting**
	27 Feb 2014

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	27 February 2014	
Location:	Newcastle Civic Centre	
Present:	Nicola Woodward (Chair)	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Neil Cole	North Tyneside Council
	Martin Craddock	North Tyneside Council
	Katy Deeble	Newcastle City Council
	Dianne Perry	Newcastle City Council

1.	**Apologies for absence**
	n/a
2.	**Action Notes previous meeting**
	The notes were agreed as a correct record.
3.	**North of Tyne approach to DtC**
	Discussion on significant role of DtC at recent Local Plan Inquiries. The North of Tyne Councils can demonstrate ongoing collaboration.
	Agreed Actions 1. Northumberland County Council to arrange LEP Policy Officers meeting.
4.	**Population and Housing**
	Population, housing and economic growth: Newcastle submitted the Core Strategy and Urban Core Plan to the Planning Inspectorate on the 21 February. The Planning Inspector is Martin Pike. He will be contacting Newcastle in the next couple of weeks. A pre-hearing meeting is expected after Easter and the Inquiry is likely to start the first week in June. Newcastle has submitted a Compliance Statement which covers how the Plan has complied with legal, policy and technical requirements.

	Discussion on housing numbers and the housing market across Tyneside and Northumberland. Further discussion on a position paper which will set out the planned growth across the North of Tyne DtC area. North Tyneside – Consultation on the North Tyneside Consultation Draft closed on the 6 January. Approximately 6,500 comments were received from approximately 900-1,000 individuals. The Issues and Options consultation focused on the economy and housing looking at a range of growth assumptions, but did not include specific sites. Following the election, there will be further consultation on growth assumptions, housing numbers and sites. Northumberland – Consultation on the Preferred Options for Housing, Employment and Green Belt ended on 2 January 2014. Officers are still processing comments received, currently in excess of 11,500 comments registered. 200 additional SHLAA sites have been submitted for consideration. Initial thoughts following this round of consultation are that further explanation is required on the relationship between economic growth and housing, including the need to further explain what the economic strategy and priorities are for Northumberland. HBF raised issues on the SHMA and Duty to Cooperate. New guidance on SHMAs is expected early March 2014 as part of the release of the NPPG. Northumberland will also update their employment projections. **Indicative Housing Map** North Tyneside to finalise the housing and employment sites. It was agreed that the Map should include existing and emerging employment sites and need to show key transport infrastructure more clearly. The Map should be extended further west of Hexham to capture the extent of the Green Belt in Northumberland. **Gypsies and travellers** No update.
	Agreed Actions 1. Newcastle to organise a meeting to scope out details for a position paper on housing across the North of Tyne DtC area 2. Newcastle to send North Tyneside existing employment site shape files to be included on the Indicative Map
5.	**Economic Growth**
	North Tyneside to review and update Retail Capacity Study initially prepared in 2011 by Roger Tym and Partners. Capacity for accommodating required comparison goods floorspace within North Tyneside under review. Newcastle to meet with North Tyneside and Northumberland to scope out details for position papers on employment land and retail growth.

	Indicative Employment Map Progressing. See agreed action above.
	Agreed Actions 1. Newcastle, North Tyneside and Northumberland to meet to scope out details of position papers on employment land and retail across the North of Tyne DtC area
6.	**Green Belt**
	No update.
	Agreed Actions No action identified.
7.	**Transport and Infrastructure**
	Transport Modelling Newcastle – Discussions with the Highways Agency are ongoing. North Tyneside – response received from Highway's Agency to Consultation Draft with impacts on SRN and key junctions. Internally work ongoing with North Tyneside highways engineers indentifying major junction improvements and transport corridor model. **Schools** Newcastle prepared a statement as part of the IDP on education capacity, this includes new schools. Newcastle's approach to education provision was assessed on a ward by ward basis. Northumberland will meet with their education department to discuss future capacity. North Tyneside working alongside their education department and have prepared an initial assessment of pupil generation from potential development sites. Further work required to determine potential shortfalls in capacity. **Water** Newcastle officers are continuing to work well with NWL. **IDP and CIL** Work ongoing. The new CIL regulations have been published. Newcastle are discussing consultation on the 1,2,3 List, which is likely to happen following the Inquiry. Northumberland will work on the CIL following the Core Strategy. North Tyneside – CIL is identified in the LDS but is not being progressed at the moment.

	Agreed Actions 1. North Tyneside to arrange meeting with Transport Planners on transport modelling and evidence.
8.	**Waste & Minerals**
	Waste: Low level radioactive waste – letters went out before Christmas to Local Authority's, where the low level radioactive waste study showed they took low level radioactive waste from the North East, asking if there were any planning issues preventing the continuation of this movement happening. A position statement is required on Waste at a sub-regional level. **Minerals:** Northumberland and Durham progressing with LAA. Newcastle received a representation from aggregates industry regarding safeguarding issue.
	Agreed Actions 1. Newcastle and Gateshead are preparing position statements on minerals and waste. 2. Further discussion required on the approach to minerals and waste across the North of Tyne DtC area, with a view to preparing position statements.
9.	**Flood Risk and the Coast**
	Flood Risk and Water Management Work ongoing. No discussion at meeting. **Coastal Management** Marine coastal zones have been designated by the MMO.
	Agreed Action 1. Newcastle to find out the latest position on Coastal work 2. North Tyneside and Northumberland to have a separate meeting on Coastal Change Management Areas
10.	**Natural and Built Environment**
	Separate meetings take place on this topic and meeting notes are shared. A draft paper has been prepared on Nature Improvement Areas which extend from Northumberland into North Tyneside.
	Agreed Action 1. North Tyneside to investigate regulations / designations for the River Tyne from Local Nature Partnership.
11.	**Existing Working Groups**

	It was agreed that we need to revise and agree the table of cross-boundary working groups. We need to clearly identify which groups are relevant to the DtC.
	Agreed Action 1. All to provide feedback and suggest additions and deletions to schedule of existing working groups and additional detail, where available, prior to the next meeting. North Tyneside comments received and circulated.
12.	**Any Other Business**
	n/a
	Agreed Action No action identified
13.	**Next Meeting**
	TBC

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	8 December 2014	
Location:	Newcastle Civic Centre	
Present:	Emma Warneford (Chair)	Newcastle City Council
	Louise Moody	Newcastle City Council
	Jo-Anne Garrick	Northumberland County Council
	Helen Dormand (Minutes)	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Neil Cole	North Tyneside Council

1.	**Apologies for absence**
	Kath Lawless, Newcastle City Council; Joan Sanderson, Northumberland County Council
2.	**Action Notes previous meeting**
	There were no minutes of the previous meeting, held on 15 September 2014, as the meeting was an informal discussion on lessons learned from the Newcastle Gateshead Examination.
3.	**Governance moving forward**
	It was agreed to rotate chair, venue and minute taking.
4.	**Plan updates**
	Northumberland are consulting on full draft Plan between 12 December 2014 and 11 February 2015. There will be drop in sessions held throughout January across the County, with stakeholder sessions on environment, renewables, greenbelt and housing. NTC produced a report for a pre overview and scrutiny committee last Monday, proposing a preferred level of growth for the Borough, informed by the Stakeholder event held on 22 Oct and following recent discussion with lead members. They are currently proposing 16,000 homes up to 2032. This is in line with SNPP which suggests 16-16.5k. A report is being prepared for Cabinet on 12 Jan to confirm the quantum of development and proposed housing sites. NTC are currently finalising their SA and HRA. Post Cabinet, the Plan will go to

	Overview and Scrutiny on 4 Feb. Consultation is planned to start on 9 Feb. Newcastle have their Inspector's letter and are currently out to consultation on modifications until 4 Jan. they are expecting the Inspectors report by the end of Feb, and the document to be approved through Full Council in March before the Purdah period begins.
5.	**Population and Housing**
	It was agreed that further discussion would be useful on population and housing requirements, particularly the assumptions that inform these. Northumberland will be publishing a revised draft SHMA for consultation, alongside the full draft Plan, this sets out how the objectively assessed needs have been defined. This will include the Edge Analytics work as an Appendix. An interim SHLAA report and 5YHLS report will also be made available on 12 December. NTC have updated their SHLAA, which will be published this month. The updated 5YHLS report will be published alongside the next Plan consultation in early 2015.
	It was agreed that further discussion would be useful on population and housing requirements.
6.	**Economic Growth**
	Northumberland's revised economic strategy went to Policy Board on the 27 November alongside the full draft Plan. Updated economic growth forecasts were prepared by St Chads early in 2014. Jobs growth was clearly linked to the SEP. ES Group has been commissioned to produce a commercial land and premises demand study – there is a workshop scheduled for early February. NTC – also using the SEP as the baseline. ARUPs are finalising the ELR – a first full draft is expected imminently.
7.	**Green Belt**
	Northumberland are undertaking a full Green Belt Review and are proposing safeguarded land, details of which will be out to consultation between 12 Dec 2014 and 11 Feb 2015. There will also be a paper looking at all smaller settlements. In terms of the Green Belt extension around Morpeth, due to the Fenrother decision and further work considering development demand, NCC will be progressing the saved policy S5 boundary. NTC are also working on a Green Belt paper which includes an assessment of land parcels. There are currently no proposals to remove land from the Green Belt
8.	**Transport and Infrastructure**
	Northumberland are currently progressing their IDP in house which is a work in progress. Northumberland and North Tyneside are joining up for transport modelling to assess cumulative impact using an in-house model based on the

	HAs model. Newcastle are undertaking additional modelling work – it was agreed that this could be an opportunity for joint working/ sharing the approach.
9.	**Waste & Minerals**
	NE aggregates working party meeting held on 5 December. All authorities need to adopt the latest LAA.
	All authorities need to adopt the latest LAA.
10.	**Flood Risk and the Coast**
	NTC and Northumberland need to arrange a meeting to discuss Coastal Change Management Areas. Newcastle is producing an integrated Ouseburn catchment plan and a City Centre catchment planning the future. EW to provide more detail once known.
11.	**Natural and Built Environment**
	N/A
12.	**Review Working Groups**
	It was agreed that it would be useful to gain feedback from the North and South of Tyne groups.
13.	**Any Other Business**
	None
14.	**Next Meeting**
	Early February, to be held at Northumberland, County Hall, Morpeth.

DUTY TO CO - OPERATE CROSS BOUNDARY WORKSHOP

Northumberland, North Tyneside & Newcastle

ACTION NOTES

Date:	23 March 2015	
Location:	Northumberland County Hall	
Present:	Emma Warneford	Newcastle City Council
	Kath Lawless	Newcastle City Council
	Jo-Anne Garrick (Chair)	Northumberland County Council
	Helen Dormand	Northumberland County Council
	Cheryl Askell	Northumberland County Council
	Joan Sanderson	Northumberland County Council
	Martin Craddock (Minutes)	North Tyneside Council
	Neil Cole	North Tyneside Council

1.	**Apologies for absence**
	-
2.	**Action Notes previous meeting**
	Agreed
3.	**Plan updates**
	Northumberland – Consultation on the Core Strategy concluded on the 11th February. 9,000 comments have been received from 1,300 people and 1,300 people attended drop-ins across Northumberland. The majority of responses and interest in the Local Plan has been from the Ponteland and Hexham areas of the County. Broadly housebuilders have responded seeking more homes than proposed, whilst residents seek fewer homes. Focus of comments is on the links between housing and the economy. Other issues of note include matters such as wind energy. The next stage of consultation will be "pre-submission" and is expected to be held in early Autumn. North Tyneside – Consultation on the Local Plan Consultation Draft 2015 will end on the 27th March. Update – following conclusion of the consultation responses were received from 510 people with 2,400 comments. Five petitions have also been submitted with approximately 1,700 signatures objecting to suggested sites. The majority of responses object to specific suggested development sites in the local area; including Murton, Killingworth Moor and the

	West Moor area. For the potential strategic sites of Murton and Killingworth Moor work is now progressing with Atlas on developing concept plans and scoping the works required to develop evidence for the sites. The evidence supporting deliverability of these sites is expected to be key to determining the onward timetable for the Local Plan. At this stage consultation on a Publication Draft (pre-submission) is programmed for late summer 2015, requiring Council agreement in July. Newcastle – Full Council to consider adoption of the Joint Core Strategy on Thursday 26th March, and following this will await the High Court challenge period. No problems are anticipated but understandable nervousness until plan is adopted and in place as policy. All reports are available online together with a schedule of modifications. Other documents include preparation of the Delivery Plan. Timetable for this to be updated through revised Local Development Scheme to be reviewed following adoption. Community Infrastructure Levy Preliminary Draft Charging Schedule to be considered by Cabinet on 25th March 2015.
4.	**Population and Housing**
	Northumberland – produced an updated draft SHMA in house ahead of the most recent consultation but looking to commission a final SHMA using consultants. This will incorporate revised set out population and household forecasts (informed by 2012 Household Projections) and build in scenarios that seek to take into account relationships in terms of growth and migration in neighbouring areas. Review of the SHLAA and housing land supply will also be considered and reviewed in light of Durham Inspector's report where the approach to windfall, empty properties and demolitions was discussed. North Tyneside – a full SHMA update has been produced and completed. This is now available online. It incorporates analysis of housing projections. Further work testing the housing scenarios against the 2012 household forecasts will be prepared. A revised SHLAA taken forward to December 2014 has been published. An annual SHLAA update and 5 year housing land supply assessment will be prepared as soon as possible following completion of completions monitoring to year end 2014/15. Newcastle – no significant updates to report. Anticipated SHLAA update later in 2015.
	Action – creation of housing and population sub-group to look in detail at joint housing and population issues and prepare position statement. Involve Martin Craddock North Tyneside, Louise Moody Newcastle, Joan Sanderson Northumberland, Cheryl Askell Northumberland and Steven Robson Northumberland.
5.	**Economic Growth**
	Northumberland - working towards a calculated additional 10,000 jobs in Northumberland. Economic forecasting work prepared by St Chad's. Proportion of employment growth for Northumberland arising from regional job growth of

	Strategic Economic Plan broadly aligned with St Chad's work. Preparing an Employment Demand Study that will consider the need and demand for certain types of employment premises. Range of issues include understanding why forms of new provision should be directed towards one town over another. Work involves engagement with agents to consider business issues town by town. Revision of the retail capacity study, last prepared in 2009/10 also required with revised shopping survey. North Tyneside – Draft Employment Land Review complete and published alongside Local Plan consultation draft. The Draft ELR is informed by the economic forecasts used by the SEP and tests additional scenarios based on benchmark and policy led jobs growth; plus comparisons with past employment land take up and jobs creation. Production of the ELR was supported by engagement with agents and landowners at a growth options workshop in October 2014. Newcastle – All evidence compiled for EiP 2014. ELR will require full review for preparation of the Allocations and Delivery Plan documents.
	Action – creation of Employment and Retail sub-group to look in detail at joint issues and prepare position statement. Involve Peter Slegg North Tyneside, Katy Deeble Newcastle, James Cowen Northumberland.
6.	**Green Belt**
	Newcastle approach to Green Belt deletions has successfully progressed through EiP. Northumberland satisfied approach taken to date is robust. North Tyneside not proposing green belt deletions but have undertaken an assessment of the existing green belt to ensure evidence available to support approach and defend submissions seeking deletions.
	Action – joint consideration of methodology and discussion. Involve David Hall North Tyneside, Louise Moody Newcastle, Frances Wilkinson Northumberland.
7.	**Transport and Infrastructure**
	Noted that more work is needed to understand the impacts of housing growth on the road network. Each area has undertaken varying degrees of work but cross border implications exist and need to understand position of each area, work undertaken and proposed and areas where data and information can be shared would be useful to establishing cross boundary implications. Northumberland – currently working towards commissioning transport assessment work. North Tyneside – working with Capita partners on strategic model and taking lead role in relation to Murton and Killingworth Moor specifically. Newcastle – having previously undertaken strategic modelling working with Highways Agency and have commissioned consultants JMP to undertake modelling to assess cumulative impacts of sites on the local and strategic road network. Highways Agency will then take data and work with their own consultants on impacts for the SRN. Issues identified include at cross boundary level issues of agreed trip rates, baseline starting point.

	Action – creation of Transport and Infrastructure sub-group to consider and prepare position paper. Involve Phil Harrison Newcastle, Martin Craddock North Tyneside, Zoe Charge Northumberland.
8.	**Waste & Minerals**
	Discussion referenced preliminary inspectors report for Herefordshire. This highlighted a need for clear information and firm actions arising from discussions around co-operation. Consideration of need for further understanding of aggregates supply highlighted – for example if there is a general improvement in the economy would there then be enough aggregate?
	Action – Noted that mineral and waste working groups established. ***(is there a position or communication we would seek to make from the North of Tyne DtC to the minerals and waste group?)***
9.	**Flood Risk and the Coast**
	Northumberland – undertaken an SFRA Level 1 and OutlineWater Cycle Study. Have commissioned URS to do an SFRA Level 2 for sites that fall in flood zones. Undertaking a detailed Water Cycle study. NWL have provided detailed capacity modelling that has fed in to the process, and requirements for upgrades which will feed into Infrastructure Delivery Plan. North Tyneside – SFRA Level 1 was completed in 2010 and URS completed a Water Cycle Study in 2013 and a Surface Water Management Plan in 2012. A draft Sequential Test was prepared ahead of consultation in 2015. For strategic sites Joint Drainage Strategies will be required; with surface water issues at Murton and both sites capable of contributing to measures to make net reductions to surface water discharge to Howdon sewerage works. Newcastle – looking towards forthcoming requirements for SUDS and looking at note to provide guidance rather than a formal SPD for developers and development management.
	Action – continued need for joint working between North Tyneside and Northumberland in relation to Coastal change management. Peter Slegg North Tyneside, Jonathan Nicholson Northumberland and Joan Sanderson Northumberland to discuss. **Action – Flood risk and Sustainable Drainage Systems, note emerging joint approach being led by Gateshead re SuDS, need for guidance and potential joint approach. Ensure appropriate policy hooks incorporated into Plan documents.**
10.	**Natural and Built Environment**
	Issues focused around co-ordinating relevant policies within plans and working towards a joined up approach to wildlife links and involvement of Local Nature Partnerships. In terms of data much information already pulled together including cross boundary understanding of wildlife corridors and designations. For North Tyneside, where issues identified looking towards creating a more collaborative relationship with groups such as Northumberland Wildlife Trust, or from the built environment English Heritage to address any issues.
	Action - Consider further discussions re natural environment and Green

	Infrastructure. Involve Rachael Watts North Tyneside, Jonathon Nicholson Northumberland… Newcastle?
11.	**Any Other Business**
	Durham Local Plan – recent Inspector's letter and recommendations effectively to withdraw the Local Plan following the first phase of hearings was discussed. All have considered in particular Northumberland, as the most similar authority in scale and context have reviewing their approach in relation to the failings the Inspector has identified in the Durham Local Plan. Currently considered a range of lessons can be drawn from the report, but Northumberland's general strategy to deliver growth will remain the same.
13.	**Next Meeting**
	6th July, 11:30am, Quadrant, Silverlink North, North Tyneside.

DUTY TO CO - OPERATE - TRANSPORT

Northumberland, North Tyneside & Newcastle

NOTES OF MEETING

Date:	15th April 2015	
Location:	Newcastle Civic Centre	
Present:	Phil Harrison	Newcastle City Council
	Zoë Charge	Northumberland County Council
	Martin Craddock	North Tyneside Council

1.	**Apologies for absence**
	n/a
2.	**Purpose of meeting**
	- Update each authority on respective positions – transport evidence / transport policy approach - Share best practice / experiences - Identify cross boundary issues including traffic flows across authority boundaries - Identify any appropriate collaborative mitigation / solutions
3.	**Newcastle Position update**
	Newcastle Gateshead Core Strategy adopted – underpinned by strategic level transport assessment. Developed in-house strategic model – built in house Further analysis underway to assess cumulative impacts of development of strategic sites – as required by policy (requested by inspector) Impetus to ensure work is done quickly to enable planning application submissions for strategic sites and ensure highway impacts are addressed in a coordinated way with costs fairly apportioned to new development. Appointment of JMP (agreed by Highways England) to model local road network impacts and determine necessary mitigation / highway improvements e.g. junction upgrades – work will focus on the west of A1 and across A1 reflecting the location of strategic site allocations. Contributions had been secured by the developers of the strategic sites for the assessment as each developer would be required to assess cumulative impacts. Work will not negate need for transport assessment for individual applications

	but will address cumulative issues. Analysis will also form basis of securing any necessary developer contributions e.g. via 278 agreements. Highways England has commissioned further analysis to follow work of JMP – work being undertaken by WSP The HE assessment will use the JMP outputs to determine impacts on the strategic road network e.g. slip roads Work programmed to be completed by August 2015 Memorandum of Understanding entered into with HE The on-going transport evidence base work was acknowledged to be interconnected with many other workstreams and policy objectives including around strategic planning of education provision (and therefore where people would travel to school from) and air quality monitoring (recognising key areas of likely future congestion) Consideration was also being given to links between work on highway impacts with public transport – transport providers were being engaged to consider factors such as existing capacity
	Agreed Actions NCC to share initial MoU with HE NCC to share city wide plan showing strategic sites etc NCC to share brief for work
4.	**North Tyneside Position update**
	Pursuing Local Plan rather than Core Strategy Scheduled consultation on pre submission draft later this year with view to formal adoption late 2016 Using SATURN based model a strategic transport model has been developed – the work is also underpinned by work Highways England had done to assess traffic impacts on the strategic road network Strategic model looks at key routes and emerging allocations. Considers options including new routes for strategic sites Will look at various scenarios.
5.	**Northumberland Position Update**
	Core Strategy following similar timetable to North Tyneside with pre submission draft scheduled for later this year and adoption late 2016. Strategy recognises strong links with Newcastle/ Gateshead and North Tyneside. Objectives around reducing outward commuting and creating new employment within the County. Number of known key issues for strategic road network including Moor Farm Junction and Seaton Burn junction. Other more localised issues also identified. Due to commission strategic level transport modelling for the Core Strategy imminently Ashington, Blyth Tyne Line integral to strategic approach including taking traffic off the highways where there were key issues currently.

6.	**Cross boundary considerations / lessons learnt**
	Would be useful if respective modelling approaches could feed into one another – particularly in respect of flows between North Tyneside and Newcastle but also Northumberland. Importance of evaluating cumulative impacts of development so they can be effectively planned and coordinated and contributions can be sought fairly Thresholds of site sizes appraised – e.g. sites of over 70 dwellings – approach would be influenced by level of detail in plan and nature of dev sites Various approaches available to modelling – important to recognise strengths and limitations of each Value in considering trigger points for required mitigation. Strategic approach will generally look at all development up to end of plan period. Important to understand any necessary phasing of required mitigation/ highway improvements to facilitate development delivery.
	Agreed Actions Continue to work together to share relevant information/ data and experiences Set up meetings c. every 2 months Each authority to prepare a position statement that can be updated and shared
13.	**Next Meeting**
	9th June 15

DUTY TO CO - OPERATE - TRANSPORT

Northumberland, North Tyneside & Newcastle

NOTES OF MEETING

Date:	12th June 2015	
Location:	Newcastle Civic Centre	
Present:	Phil Harrison	Newcastle City Council
	Zoë Charge	Northumberland County Council
	Martin Craddock	North Tyneside Council

1.	**Apologies for absence**
	n/a
2.	**North Tyneside - Update**
	It was reported that transport modelling work was underway. It will involve some low level detailed modelling in connection with strategic sites and key junctions. Trip rates were based on global trip rates – Trip rates had been agreed by the key developers including Banks, Persimmon and Northumberland Estates. Moor farm was a key junction which the NTC model accounts for traffic to – cross boundary issues at this junction with Northumberland. Model includes analysis of background flows from neighbouring authorities
3.	**Newcastle Update**
	NCC reported that global trip rates had also been adopted and agreed with Highways England The current analysis by JMP – due to report in September – looked at modelling for sites over 70 dwellings Road improvement schemes were being designed up fully so that accurate costs could be attributed There are 5 key routes being examined by JMP and 50 key junctions. The work appraises impacts at five year increments. Other workstreams progressing including public transport analysis. Newcastle

	had sought to engage with Nexus.
3.	**Northumberland Update**
	NBL had appointed Jacobs to undertake a Countywide Transport Assessment – the analysis would be relatively high level focussing on main towns and service centres and key junctions and routes across the County.
4.	**Key cross Boundary Issues**
	It was noted that there had been email correspondence between DM senior managers in respect of consultations on major planning applications with cross boundary issues and the potential for cross boundary mitigation.
	Agreed Actions North Tyneside's and Northumberland's transport consultants could potentially come into Newcastle to look at Newcastle model Officers to feedback to relevant officers the need for effective procedures for cross boundary consultation for major applications.
13.	**Next Meeting**
	Date to be confirmed

DUTY TO CO - OPERATE - TRANSPORT

Northumberland, North Tyneside & Newcastle

NOTES OF MEETING

Date:	6th August 2015	
Location:	Newcastle Civic Centre	
Present:	Phil Harrison	Newcastle City Council
	Zoë Charge	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Nick Bryan	Capita
	Richard Peaty	Jacobs
	Trevor Arkless	Newcastle City Council

1.	**Apologies for absence**
	n/a
2.	**Purpose of meeting**
	The meeting had been arranged to enable the authorities and their respective transport consultants to discuss their approaches to traffic modelling and synergies between the approaches. Concern had been expressed from Newcastle City Council around the need to jointly test the impact of the Northumberland Core Strategy on the Newcastle Highway network. There was potential for NCC to object to NBL's Core Strategy if transport evidence was not shared for consideration. The meeting was therefore to enable a detailed discussion of the modelling approaches to improve understanding between the authorities, highlight any key issues and share information. It was noted at a former meeting of the group, officers had fed back to respective DM managers with respect of appropriate protocols for cross boundary planning application consultation measures for major schemes with cross boundary highway issues.
3.	**Update**
	Northumberland were noted as working towards pre submission draft Core

	Strategy consultation in October 15, following a Cabinet meeting on the 29th September. It would be subject to consultation before being submitted for examination at a later stage – provisionally spring 2016. NTC were working to similar timescales for their Local Plan, almost in line with Northumberland's timetable – Cabinet meeting early October.
3.	**Newcastle's on-going transport evidence base**
	PH briefly explained the background to Newcastle's transport evidence The Newcastle Gateshead Core Strategy (now adopted) was informed by strategic level transport assessment. Newcastle had developed in-house strategic model Since the Core Strategy examination NCC was undertaking further analysis – specifically to consider the cumulative impacts of development of strategic sites. This is a two stage assessment with JMP looking at the local road network and WSP (on behalf of Highways England) looking at the strategic road network – A1. The JMP work was based upon Newcastle's model – it was looking at various junctions along 5 key routes into the City Centre The work was due to report in the first week of Septmeber There were also other workstreams that would influence be interconnected with the modelling – e.g. education planning and public transport planning
4.	**Key cross Boundary Issues**
	NTC reported progress on their transport modelling including detailed work complete in respective of strategic site allocations. Cross boundary issues noted were: • Sandy Lane and impacts of development at Great Park in Newcastle • Traffic to and from NTC and NCC manifests in area of Haddrick's Mill roundabout – this is in NCC area but had not been assessed by NCC • NTC and NBL cross authority issues at Moor Farm junction on the SRN – no planned mitigation by HE and likely significant cost NCC noted cross boundary issues as: • Degree of cross flows between NCC and NTC • Impact of NBL development net inward flows to Newcastle from west including from Ponteland, and from A69. NBL noted: The NBL transport assessment is a high level assessment proportionate to the scale of the County. In effect the modelling work formed TAs for main towns and service centres. The work will generate data on the likely traffic volumes destined for Newcastle based on Census data. Both NTC and NBL highlighted that their respective emerging plans proactively sought to reduce net outward commuting, including through more locally based jobs and sustainable transport mitigation. Both had degrees of inward flows from Newcastle.

5.	**Newcastle's Transport Model**
	TA explained and demonstrated the web based model which he noted could be shared. It was highlighted it looked at new development not existing The model assessed housing and employment separately. It was queried whether this could represent double counting of trips. This had been appraised and was not judged to result in double counting or the degree to which is would be within a reasonable tolerance.
	Agreed Actions It was agreed the Authority's would work collaboratively to share outputs of transport evidence as soon as possible A useful first step will be to understand what each of the respective models had output with regard to cross boundary flows so these could be compared. If significant discrepancies were evident, further work may be required to fully understand differences and the varying assumptions within each model.
13.	**Next Meeting**
	Transport Consultants and Trevor to meet the week commencing 7th September subject to NCC receiving JMP's initial findings Follow up meeting with officers to discuss way forward potentially following week – pending analysis of results and work required to assimilate between authority's data

DUTY TO CO - OPERATE - TRANSPORT

Northumberland, North Tyneside & Newcastle

NOTES OF MEETING

Date:	18th Nov 2015	
Location:	Newcastle Civic Centre	
Present:	Phil Harrison	Newcastle City Council
	Zoë Charge	Northumberland County Council
	Martin Craddock	North Tyneside Council
	Andrew Haysey	Gateshead Council

1.	**Apologies for absence**
	n/a
2.	**Purpose of meeting**
	The meeting was a routine duty to cooperate meeting. The purpose was for each authority to share their latest position and transport evidence.
3.	**Newcastle**
	Newcastle had released their Transport Assessment work produced by JMP. The study is focussed on delivery of strategic sites allocated through the Core Strategy to the west of the city. 40 junctions had been subject to detailed modelling. 17 worked within existing capacity and 23 were identified as requiring mitigation as a result of the new development. 5 junctions were determined as not being capable of mitigation works. The cost of junction improvements has been attributed to development sites according to relative impact – the findings had been relatively well received by developers. However there were issues to resolve such as in respect of the actual number of dwellings proposed (exceeding Core Strategy allocations) and likes of assumed contingency. Contribution costs also to be determined for public transport. Issues to determine re securing delivery mechanisms for junction mitigation – report to go to cabinet 25th November
4.	**North Tyneside**

	North Tyneside had published its pre submission draft Local Plan for consultation on the 2nd November. In advance of publishing the Council had updated its strategic transport model with the final housing numbers. There were a number of current or committed traffic improvement schemes, including those funded through LEP infrastructure funding. The objective is broadly to improve strategic routes and in turn cut off certain alternative less suitable rat runs. Many of the schemes provided for Local Plan capacity as well as addressing current issues. A presentation is available on the web site. More detailed modelling work will be sent through in due course.
5.	**Gateshead**
	Gateshead was dealing with development delivery issues following Core Strategy adoption. Continuing to try and deal with issues around Blaydon where a collection of sites are trying to improve one junction. Positive progress had been made with regards to the Prudhoe hospital site (in Northumberland) and negotiations were on-going.
6.	**Northumberland**
	Northumberland had published pre submission draft Core Strategy for consultation between the 14th October and 25th November. Alongside the Core Strategy a Transport Assessment had been published. Further sensitivity testing around specific numbers in certain settlements had been undertaken. Work based on development scenarios underpinned by likes of SHLAA and Employment Land Schedule. Included a worst case scenario which tested slightly higher than the Core Strategy housing allocation. Additional work had also been undertaken in response to Newcastle and Gateshead request to better understand cross boundary flows. The additional work and sensitivity testing was due to be made public and subject to consultation from today.
7.	**Other issues** AH noted that the combined authority is looking at a strategic model which all of us would be able to use and may offer some advantages.
	Agreed Actions It was agreed that the authorities would work towards a position statement in January. This would give each authority time to review the respective transport assessments and understand the detail, including cross boundary flows. The authorities would try and meet jointly with Highways England on the week commencing 14th December however it was noted each authority would be having separate meetings with HE and timing may be tricky ahead of the Christmas break.

Appendix 7 - Heads of Planning minutes of meetings

Minutes of Heads of Planning Meeting
1.5.12.

Attendees: Harvey Emms Newcastle City Council
Stuart Timmiss Durham County council
Karen Ledger Northumberland County Council
Julie Lawson North Tyneside
Ken Scott Sunderland
Neil Cole Sunderland
Andrea King South Tyneside
Anneliese Hutchinson Gateshead Council

Apologies: Peter Brown N Tyneside
Colin Clark Sunderland
George Mansbridge – S Tyneside

Minutes of Previous meeting: agreed
OUTSTANDING ACTION: PB to consider idea of a forum where details of the process/progress may be shared ref procurement.
AH to speak to Gateshead's IT to see if sharepoint could work for this.

Group Terms of Reference:
The group terms of reference had been circulated and were discussed.
Duty to co operate and tie in with relevant groups needed to be added in.
ACTION: Comments to AH by 22nd May.

Duty to co operate:
The paper Newcastle and Gateshead had sent to their LDF project board was considered along with the draft MOU, governance diagram and the draft agenda for South Tyne and Wear duty to co operate workshop. The duty to cooperate relates to Strategic cross boundary issues where there is likely to be a significant impact and where there needs to be ongoing dialogue and development requirements that cannot be wholly met within each individual area. We need to consider officer and member involvement and ensure the potential for cross boundary collaboration is explored in full. The MOU also needs to include a sentence about how FOI requests will be considered on cross boundary matters. Joint working groups – North and South need to be established. That for the Southern area is in hand. KL volunteered to arrange one for the Northern area. The aim would be to come back to the next Heads of Planning meeting with a schedule of matters for discussion which can be appended to the back of an agreed MOU for circulation internally through the appropriate authorities and externally through the appropriate member and officer forums. Governance diagram discussed. KL could act as link with LEP Planning and Infrastructure Group, HE as link with LEP transport group. Need to consider links with LEP economic directors group.
ACTION: Comments via tracked changes of electronic version of MOU to be sent to AH by 22nd May. Revised final MOU to be circulated by AH after that in advance of joint workshops. MOU to be signed off at next Heads of Planning Meeting (ideally July but looking like early August) ready for agreement

through Chief Execs and other relevant meetings. Southern and Northern duty to co operate workshops to happen by 13 June with agreed schedule of issues. This is also to be signed off at next Heads of Planning meeting.

Officer sub groups, their remit and governance:
At the last HoP meeting the governance of planning related groups had been discussed as it was felt it would be very useful to map out the details of the groups in existence, their remit, terms of reference and membership. This was so any overlaps could be identified, and work programmes and associated reporting mechanisms could be formalised as necessary. 2 lists had been circulated prior to the meeting. North East Planning related groups and Appendix 3 established cross boundary partnership working. This was added to during the meeting. Over time the number of groups to be reduced to take into account reduced resources with the aim of minimizing the number of groups under each heading.
ACTION: The Appendix 3 list to be added to as appropriate to include membership and terms of reference with a view to having a composite list of all the groups for the next meeting. All comments to AK.

Progress on LDOs/EZs/ Neighbourhood Planning

N Tyneside – 2 draft LDOs being prepared. Will be published July 2012
Newcastle – neighbourhood plans – Dinnington group gaining momentum
- LDO – consultation completed.

S Tyneside - nothing to report
- Durham – Likely to have 5-6 neighbourhood plans including Newton Aycliffe/ Bishop Middleham
- 107 parish forums have been provided with CPRE guidance but not much interest
- Northumberland – 4 front runners for neighbourhood plans. All differing timescales. LDO dedicated officer been appointed.
- Gateshead – 2 front runners – Team Valley and Felling. Felling waiting to encompass new residents. Team Valley private sector led – slow progress.

Core Strategy/ DPD update
Northumberland – Cabinet 23rd May with options. Need to look at housing in more detail.
Durham – Producing a local plan. Consultation in September. 2014 adoption.
S Tyneside – Final DPD agreed. Producing local plan at 2 levels – strategic policies and site allocations. Neighbourhood consultation Autumn.
Sunderland – cabinet/ full council in June. Consult August. Providing 15,000 new homes based on ONS – no need for green belt release.
N Tyneside – consultation on AAP continues.
Newcastle/ Gateshead. Next iteration to Cabinet May/June, consultation through Summer until September. Submission draft end of 2012.

Development Management Update
PAS benchmarking report received. Will use that as basis for sharing best practice. Minutes of last meeting circulated.

Any Other Business

TCPA Planning and Health case studies North East launch in Gateshead 18 July.

Next Meeting:

Ideally July but looking like 1 or 9 August at Durham (ST to arrange)
October at STyneside
December at Northumberland
March 2013 at Newcastle
June 2013 at Sunderland
September 2013 at Gateshead (AH to arrange dates in diaries for coming year as list above)

North East LEP Authorities' Heads of Planning Meeting - 6th February 2013, South Tyneside

Attendance

Durham:	Stuart Timmiss - ST	North Tyneside:	Graham Sword - GS
Gateshead:	Anneliese Hutchinson - AH	South Tyneside:	George Mansbridge / Andrea King - GM / AK
Newcastle:	Kath Lawless - KLA	Sunderland:	Neil Cole - NC
Northumberland:	Karen Ledger - KLE		

Item	Discussion	Action	Who
1.	**Apologies**: Colin Clark, Sunderland		
2.	**Notes and Matters Arising from meeting held on 5th November 2012 –** AGREED		
3.	<u>Feedback from Spatial Planning Policy Groups</u> Commissioning of a South of Tyne, cross boundary, over-view SHMA report has been agreed – AK has circulated one page brief - will use ARC4 who have done 3 of the district's SHMAs, cost to be split equally between the 4 LAs. North of Tyne have separate SHMAs. Under Duty to Co-operate banner, need for NE Policy Officers Group meetings to be considered. At Hartlepool examination a light touch was taken towards DtC – however – this could change. The direction of travel could perhaps be gauged from forthcoming PAS & PINS visits to North Tyneside. Should potential South of Tyne Gypsy and Traveller Study be expanded to NE regional one ?	North Tyneside to feed back. Each district to prepare brief G&T position statement.	GS ALL

Item	Discussion	Action	Who
4.	Duty to Co-operate		
	Reports went to 5 Oct. and 10 Dec. CX groups and to 25 Oct. and 3 Dec. Economic Directors groups. Memorandum of Understanding issues included governance structure, order of authorities and inserting Northumberland National Park Authority. NewcastleGateshead have sent MoU to PINS for comment.	MoU and Governance structure to be revised and final version circulated	AH
	National guidance on D to C coming out – recommended in Taylor review.		
	Further report on Housing, Economic Growth and Transport issues (high level policy approach, justification, delivery) will go to April/May CX and Economic Directors groups meetings and to Leaders/Elected Mayors Group too.	Format for each LA to fill in to be circulated and then collated.	AH
		Sunderland to coordinate housing issues, Durham to collate Economic Growth; Newcastle to collate Transport.	ALL
	Statutory Consultees – Districts need to know what NWL's strategic plans are.	Paper detailing Newcastle's experience to be circulated.	KLA
		Districts to prepare position statement on Flooding Strategy.	ALL
	NEDL – Durham have encountered problems with power connections to allocated industrial sites. KLA attended resilience meeting where unlocking development discussed; it appeared senior NEDL staff unaware of problems caused.	Names of potentially useful NEDL contacts to be given to Durham.	KLA

Item	Discussion	Action	Who
	General discussion around statutory consultees – distinguishing statutory undertakers from statutory consultees important. North East workshop for statutory undertakers suggested to present local authority issues with one voice.	Districts to prepare joint position papers on:- i) utilities ii) other statutory consultee issues.	ALL
5.	Economic Review of the North East 5 tables discussing 5 topics: Economic Development / Housing / Retail / Commercial / Renewable Energy, culminating in a presentation from each table. The unfortunate overarching conclusion was 'planning is a barrier to development'; it was acknowledged that this was not necessarily at officer level, more often it was political. Some felt 'free market' ideologies may have skewed conclusion. Unimplemented planning permissions were not recognised. Report and presentations from the session have been published on the NE LEP website.	Consider contents of report (next steps to be discussed).	ALL
6.	City Deals Update Sunderland has submitted expression of interest. Will work with South Tyneside. Focus on port, city centre and proposed automotive manufacturing business park.		
7.	Journal Article Nicola Woodward, Newcastle, was misquoted in a newspaper article over the Christmas period – subsequent discussions between Newcastle, Northumberland and North Tyneside held - this is no longer a pressing issue.		

8.	Feedback from Recent PINS & PAS Meetings Meetings constructive.	Notes to be circulated.	AH
9.	DCLG Consultation Update Offices to Residential Changes of Use – despite only 30% support for recent consultation, going ahead. 22nd February 2013 is deadline for exemption. Newcastle to apply for exemption for City Deal and EZ areas. Noise nuisance from industry is the main risk if residential development allowed – Environmental Health can close the industry down; it is *not* a 'what was there first' issue. Concern was expressed that depressed office rents will encourage conversion. Core Cities to put letter of concern to Government. Press release from DCLG – any building can change to a free school for one year without planning permission – this will come into force in June. Planning Guarantee - it will be implemented as per consultation document. Core Cities will write back on money back guarantee for non determination. New DCMS regs about broadband. Wires can now go overground.	Core Cities letter to be circulated. Newcastle to circulate letter when approved.	KLA KLA
10.	Warm Up North Down to three bidders – the districts are willing to be consistent in their approach, (with the proviso that PD rights are clarified), however, to facilitate this, more information is needed from bidders.		

11.	Future Joint North East & Tees Valley Heads of Planning Meeting Awaiting reply from Tees Valley.	Reminder to be sent.	AH
12.	Any Other Business Spatial Policy Officers meetings 29th April 2013 and 31st July 2013. Development Management Managers meetings 10th April 2013 and 18th July 2013. There is a requirement to review the Tyne and Wear Validation List by July 2013. Northumberland and Durham welcome to join. Intention to go to consultation at end of February 2013. There may be a training need re: application of the List. Lists must be reviewed every 2 years.		

Date of Next Meetings:

- 7th May 2013, 2pm – 4pm, Northumberland
- 7th August 2013, 1pm – 3pm, North Tyneside

North East LEP Authorities' Heads of Planning Meeting – 7th May 2013, Northumberland

Attendance

Durham:	Mike Allum - MA	South Tyneside:	George Mansbridge - GM
Gateshead:	Anneliese Hutchinson - AH	Sunderland:	Neil Cole – NC / Danielle Pearson – DP
Newcastle:	Harvey Emms - HE	NECC:	Amy Michie – AM
Northumberland:	Karen Ledger – KL / Joan Sanderson - JS	NELEP:	Gillian Roll - GR
North Tyneside:	Jackie Palmer - JP		

Item	Discussion	Action	Who
1.	**Apologies** Stuart Timmiss – Durham Graham Sword – North Tyneside		
2.	**North East Chamber of Commerce** Amy Michie, Policy Advisor at the North East Chamber of Commerce (NECC) attended the meeting as a result of letter sent to all local authorities on behalf of the NECC Development Group in relation to concerns of the group regarding Duty to Co-operate. NECC is a member organisation representing 4,000+ businesses across the two LEPs in North East. Within the NECC manifesto there are two main objectives relating to planning; a positive approach to development and to protect planning from budgets cuts. Planning is recognised as playing an important role in terms of the NE being seen as being open for business and it is critical that NECC plays a bigger role in the planning process. AM reported that delays in the planning process, planning decisions running contrary to officer recommendations and housing targets are regarded as issues by Members. NECC Members would like to see more certainty in the planning process and to date Members had not seen much		

Item	Discussion	Action	Who
	in the way of Duty to Co-operate, hence the letter. KL outlined the primary function of the Heads of Planning Group was framed around Duty to Co-operate, with a series of groups which sit below this group, which meet on a regular basis and a Memorandum of Understanding currently in draft form will be publically available once signed by all local authorities. AH reported that Gateshead has prepared a draft response to the NECC letter. KL confirmed that Northumberland would also be preparing a response. A greater presence from local authorities at the Development Group would be welcomed by NECC. Agreed that AM would provide details on the Development Group meetings, times and dates etc. Also agreed that the Development Group would receive regular updates from the NELEP Heads of Planning Group and vice versa. AH queried how the Tees Valley Joint Protocol worked and whether this was over and above a development team approach. AM agreed to look into this further.	AM to circulate details on the Development Group meetings, times and dates etc. Regular updates from the NELEP Heads of Planning Group to go to the Development Group and vice versa. AM to report back on how the Tees Valley Joint Protocol works	AM AM
3 & 4.	**North East Economic Review and Combined Authority – regional governance and influence on spatial planning** Gillian Roll, Economic Strategy Manager at the North East Local Enterprise Partnership (NELEP) attended the meeting to provide an update on the North East Economic Review. GR reported that the Review had been challenging in terms of the LEP and contained 15 headline recommendations. Main goal throughout the report is “more jobs, better jobs”. An outline of the recommendations was provided by GR. One of the main recommendations is the formation of a Combined Authority to work alongside the NELEP. Other recommendations include the development of a Skills Action Plan and the establishment of an Innovation Board as well as the formation of Transport NE, which will develop a single unified infrastructure with an	GR to be invited to the next meeting of the Group	GS / JP

Item	Discussion	Action	Who
	investment plan looking at bottlenecks on A1 and A19, development of Oyster Card for the North East, trans-Atlantic flights and faster rail connections. HE stated that in terms of the transport a number of recommendations had already been progressed and achieved. In terms of housing, the Review looks to promote innovative home ownership and a market led approach to new housing, maximising New Homes Bonus. GM enquired about the prospect of greater devolution to the HCA. GR reported that Helen Golightly at the NELEP is working closely with the HCA on innovative approaches. Whilst a number of the recommendations are directed towards the NELEP it was envisaged that a City Deal approach would operate. GR stated that overall the Review does not really spatially prioritise and the rural/urban dimension is not adequately covered. Guidance on the Single Growth Fund Bid is awaited. Response to the Review recommendations will be considered by the NELEP on 30 May with a joint North East response by July and a big launch of the NELEP response in September. It was agreed that GR would be invited to attend the next meeting of the Group.		
5.	**Notes and Matters Arising from meeting held on 6th February 2013** Notes from meeting held on 6th February 2013 were agreed. In relation to Gypsy and Travellers Study, AH reported that this is covered in the Draft report on Housing, Economic Growth and Transport Issues for CX, Economic Directors, and Leaders Group to be discussed under item 6. In relation to NWL, AH reported that Newcastle and Gateshead had made progress		

Item	Discussion	Action	Who
	and were now holding regular meetings with them.		
6.	**Duty to Co-operate** <u>a) Memorandum of Understanding and Governance Structure</u> Memorandum of Understanding (MoU) and Governance Structure circulated for comments and amendments. MoU to be amended to include reference to Northumberland National Park and Economic Directors Group to sit above the Planning Heads of Service Group in the governance structure. <u>b) Draft report on Housing, Economic Growth and Transport Issues for CX, Economic Directors, and Leaders Group</u> Draft report on Housing, Economic Growth and Transport Issues for CX, Economic Directors, and Leaders Group circulated for comments and amendments. In relation to housing section in particular, there is the need to recognise that the position statement is a working document and that any figures included in the statement are subject to change as further evidence base work is undertaken. Also consider including relevant Adonis Review recommendations. Need to include reference to Ashington, Blyth and Tyne railway line in paragraph 36. Memorandum of Understanding, Governance Structure and draft report on Housing, Economic Growth and Transport Issues to be considered by: • Economic leads - 23 May • Chief Executives - 6 June • Leadership Board - 18 June	Comments / amendments to be provided to AH by 10 May 2013. MoU, Governance Structure and draft report on Housing, Economic Growth and Transport Issues to be revised and final version circulated for final agreement before 16 May 2013.	ALL AH

Item	Discussion	Action	Who
7.	**Utilities / statutory consultees** Issue of the need to involve utilities and statutory consultees at an early stage in the planning process. Issue raised at last meeting by ST in relation power connection problems to a long standing allocated employment site. Need to find out whether Economic Leads have progressed this issue. Consideration needs to be given to progressing MoUs with statutory consultees.	Obtain progress report on issue from Economic Leads. Consider sending letter to Northern Power Grid and inviting them to attend the next meeting. Contact details for Northern Power Grid to be circulated	AH HE
8.	**Feedback from Development Management Managers Meeting** Draft Terms of Reference for the Development Management Managers Group were agreed.		
9.	**Feedback from Spatial Planning Policy Groups** <u>a) North of Tyne Group</u> JS reported that discussions at the last meeting were around population projections and headship rates and an agreed position statement on population and growth. <u>b) South of Tyne Group</u> MA report similar discussions on population projections and headship rates were also taking place. Terms of Reference for the South of Tyne Group were agreed. Need for similar Terms of Reference for the North of Tyne Group.	Terms of Reference for the North of Tyne Group to be prepared	North of Tyne Group

Item	Discussion	Action	Who
	Under Duty to Co-operate banner, need for NE Policy Officers Group meetings to be considered.	NE Policy Officers Group to be set up	
10.	**Any Other Business**		
	KL reported that Alan Hunter, English Heritage had approached Northumberland regarding attending a future meeting of this Group. Alan has indicated that he would find it useful to engage with the Group to be able to communicate key English Heritage messages to planners within the region.	Alan Hunter to be invited to attend the next meeting.	JP
	AH raised issue of receiving regular updates from partnerships and working groups. Discussion also took place around the need to update and finalise the partnerships and working groups table.	Partnership and working groups table to be updated and finalised.	GM

Date of Next Meetings:

- 7th August 2013, 1pm – 3pm, North Tyneside

NORTH EAST HEADS OF PLANNING MEETING
Minutes of meeting held Wednesday 4th June, 2014 at 12.30pm in Committee Room A, South Tyneside Council

Present :

George Mansbridge	South Tyneside (Chair)
Jackie Palmer	North Tyneside
Mike Allum	Durham
Paul Feehily	Sunderland (Notes)

Apologies:

Anneleise Hutchinson	Gateshead
Harvey Emms	Newcastle
Nicola Woodward	Newcastle

2. Minutes of previous meeting and Matters Arising

The minutes circulated with the agenda for this meeting were for the meeting held December 4th 2013. Unless we were all having the same dream, the group seemed to remember that it had met since then (February). George to check where minutes for this meeting have got to and to ask for them to be circulated.

In respect of the December meeting however there are two actions needing to be followed up:-

1. NECC to be invited to next meeting to discuss levels of attendance
2. Utilities and Infrastructure: Ongoing discussions regarding cross boundary infrastructure may need to be followed up with meetings with some of the utility companies.

3. Planning Health and Wellbeing

The group had a discussion about the role of planning in supporting the health agenda, specifically in relation to healthy eating. Pressure is coming from Directors of Public Health for planning to use the system to be more supportive of their agenda, particularly in the case of hot food takeaways. Some Councils have introduced development control policies relating to A5 uses but the evidence linking a specific HFTA to childhood obesity or other health related problems is slim (no pun intended).

Planning in the round (again, no pun intended), is generally well disposed towards supporting the healthy lifestyle agenda through spatial planning policies around Green Infrastructure, public open space (its creation and its protection), play provision within new residential development and by creating the conditions for sustainable development (communities well served by walking, cycling and

public transport). Through its engagement in providing the spatial framework for economic growth the links to health are also strong, with healthy communities being more likely to be healthy if their lifestyle choices allow them to be, with lifestyle and income being closely linked.

It seems however that some Directors of Public Health see the establishment of planning policies to restrict HFTAs as a silver bullet that will make a major contribution to the reduction of obesity and the adoption of healthy eating alternatives. With planners offering reasons why this might actually not be the case, or trying to explain that refusing HFTAs on health grounds will not necessarily stand up to scrutiny on appeal means we are seen as being unhelpful. In fact, we have a positive narrative here as a profession and need to explore with Directors of PH what else might be possible, including whether some contribution from them to undertake further research into the effects of HFTAs on general health might be possible. We need evidence that will stack up in an appeal situation or help us construct a better case in terms of it being a material consideration.

Action: George to circulate a South Tyneside Paper on the contribution of planning to health.

Action: George to speak to Director of PH at South Tyneside and suggest organising a joint meeting together between NE Directors of Public Health and NE Heads of Planning (possibly at the next meeting of NE HoP).

Action: Recent TCPA work on planning and poverty may be relevant. George to find link and circulate to group.

4. Duty to Cooperate and Sub National Population Projections

The group felt that the recent SNPPs issued for the North East could either be helpful or unhelpful, depending on your Authority's objectives and particular circumstances. Objectors at the Newcastle/Gateshead Local Plan examination have quickly latched on to the fact that the projections suggest Councils have been over optimistic about their population growth and so we should be allocating less land for housing and certainly not allowing development in the Green Belt.

Group felt that for now, this was something to note, to see how the Inspectors at this current round of Examinations deal with the issue, although it is clear that each Authority will need to address the issue wherever it has got to in its plan making process.

5. North East Economic Plan

It has been published. 39 projects to be delivered through SLGF, 6 of which are transport schemes already being delivered through the Combined Authority. Government is looking to the CA to prioritise the remaining 33, which isn't something at this time the CA is comfortable with or feels is appropriate. Discussions continue.

The issue of the role of this group in relation to the NELP was discussed. How

do we fit in to the new governance arrangements and what is our role? Do we need to be better at setting our agendas in relation to the goals of the NELP and at recording our decisions (George's suggestion which, as the incumbent note taker for this meeting, I'm trying to take to heart, although to be honest this isn't what I'd recognise as good minute taking).

Action: Individually raise the matter with our respective Directors with responsibility for Economy and gauge the reaction to a more structured role for this group and be ready for a conversation at next NEHoP about putting an appropriate governance arrangement in place. **All**

6. Newcastle/Gateshead Local Plan Examination in Public

Mike gave an overview as an observer of the first day's proceedings. Generally no surprises, lots of opposition in the room (who were given lots of time to get their views across and many of whom spent much of their time complaining about the inadequacies of the consultation process), some interesting arguments coming through in relation to how the Duty to Cooperate should have resulted in N/G thinking differently about releasing Green Belt land for development, (which led to an uncomfortable moment for the one officer in the room from the one Council that has still formally to sign up to the MoU on the DtC. No names mentioned here to spare the note taker's blushes).

7. SUDS/SAB Update

North Tyneside is looking at potentially sharing with N/c and G/h but waiting for more certainty about the actual requirements when the system goes live (which has slipped again beyond October to April next year).

South Tyneside is looking at bringing in additional support.

Action: George to speak to Head of Planning at Darlington who may have hit on a S106 based fix to the long term maintenance of SUDS and to feed back to the group.

Action: Keep each other updated as we progress to the new system and develop our own approaches, but keeping an eye on opportunities to share technical expertise in supporting SABs where possible/ politically palatable. **All**

8. Low Level Radioactive Waste

The group was unsure why this item had appeared on the agenda at this time. Mike reminded us that a recent study concluded that the North East had no requirement for sites but that criteria based polices were needed.

Action: George to circulate a paper that he thought might have been attached for this item for group to consider again at next meeting.

9. Any Other Business
None.

Date and Time of Next Meeting

Wednesday 10th September 2014 at 1pm in Conference Room 1, Civic Centre, Sunderland, SR2 7DN

NORTH EAST HEADS OF PLANNING

NOTES OF MEETING

Date:	25th September 2015	
Location:	County Hall Morpeth	
Present:	Kath Lawless	Newcastle City Council
	Karen Ledger	Northumberland County Council
	?	North Tyneside Council
	Anneliese Hutchinson	Gateshead Council
	Stuart Timmiss	Durham County Council
	Andrea King	South Tyneside Council
	Iain Fairlamb	Sunderland City Council
	Joan Sanderson	Northumberland County Council
	Zoë Charge	Northumberland County Council

1.	**Apologies for absence**
	n/a
2.	**Notes and Actions from previous meeting**
	Future heads of planning meetings had been scheduled IDOX issues had been encountered by all authorities and Newcastle were experiencing greatest problems. Newcastle in a position of renewing contract and considered there may be scope for regional savings if authorities acted collaboratively. It was recognised timing on contract renewal critical. Northumberland to identify. Durham were satisfied with deal and standard of service. Newcastle looking to adopt 'IAPLY' – a user friendly app that linked all consents including Building Regs The Validation checklist for Tyne and Wear was identified as being in need of review and update IAMP session proposed – date to be agreed. ARIUP doing impact study due to be complete shortly.
3.	**Matters Arising**
	KL announced that she would be leaving Northumberland County Council –

	dates to be confirmed but anticipated end of October
4.	**Duty to Cooperate**
	There was a planned workshop to be facilitated by PAS scheduled for the 6th October Gateshead had a cabinet date which it planned to report its response to the Northumberland Core Strategy. Some outstanding questions – officer meeting to be scheduled as soon as possible Durham Plan active again – plans to go back to Regulation 19 pre submission draft consultation. Cabinet in December and consultation in Jan- Feb – planned submission in April Sunderland gaining momentum and speeding up Local Plan work South Tyneside publication draft plan pushed back to summer / autumn – AAP later in year Newcastle and Gateshead consulting on draft CIL charging schedule planned for December submission
5.	**Devolution Ask**
	Regional Plan based on 74,000 home requirement for NE based on Local Plans Deadline in 2-3 weeks to provide direction of travel rather than full detail
6.	**Feedback from Spatial Planners Meeting**
	Local Nature Partnerships to merge which should help address under-resourcing issues
7.	**Feedback from Development Managers meeting**
	Northumbrian Water want to be stat consultee on basement applications and demolitions Issues of cross boundary issues /consultation re large applications

NE Heads of Planning - Meeting Date: 9 December 2015 (Sunderland Civic Centre)

Action Notes

Date	Action	By Who	By When	Completed
09/12/2015	Circulate Terms of Reference for Heads of Planning Meeting.	AH	Next meeting	
09/12/2015	Heads of Planning group to offer to services for preparation of North East Planning Framework to Economic Directors. AH to speak to Paul Dowling to promote this at Economic Directors meeting.	AH	Prior to next EDs meeting	
09/12/2015	GM to arrange for Ian Cole from the NECA Transport Team to attend the next Heads of Planning meeting for early engagement on the Regional Transport Strategy. GM to arrange next meeting to be hosted by South Tyneside in January 2016.	GM	December 2015	
09/12/2015	GM to circulate copy of Transport Manifesto and Spatial Narrative which has been prepared for the Combined Authority.	GM	December 2015	
09/12/2015	Establish officer working group to discuss implications for growth strategies being pursued by each local authority through their respective Local Plans. GM to ask Andrea King to organise working group, with a view to the working group meeting prior to the next PAS workshop in January 2016.	GM	December 2015	
09/12/2015	Neil Cole to contact PINS to see if they could offer Council's support in ensuring that growth strategies being pursued by each authority are compatible with one another.	NC	December 2015	
09/12/2015	Need to ensure that subgroups are meeting on a regular basis and feeding up to Heads of Planning group. MK agreed to ensure that Development Management group regularly meet. AH advised that there is a SUDs group, but this needs properly resourcing. AH to chase this up.	MK/AH	December 2015	
09/12/2015	IF raised whether consideration had been given to joint service arrangements in the past, to share resources and reduce costs. It was indicated that a list has previously	NC/All	December 2015	

	been prepared. NC indicated that this has been developed into a Framework, which he would locate and circulate. All to look for previous information and circulate.			

IF – Iain Fairlamb (Sunderland City Council); AH – Anneliese Hutchinson (Gateshead Council); GM – George Mansbridge (South Tyneside Council); NC – Neil Cole (Capita- North Tyneside Council); MK – Mark Ketley; (Northumberland County Council); GS - Gavin Scott (Durham County Council)

North East Combined Authority

LA7 Heads of Planning

Minutes of meeting held on 26 January 2016

South Shields Town Hall

In Attendance

George Mansbridge	South Tyneside Council
Anneliese Hutchinson	Gateshead Council
Kath Lawless	Newcastle City Council
Neil Cole	North Tyneside Council
Iain Fairlamb	Sunderland City Council
Mark Ketley	Northumberland County Council
Stuart Timmiss	Durham County Council
Ian Coe	NECA Regional Transport Team – for item 1

North East Transport Manifesto
Presentation by Ian Coe – Regional Transport Team

IC described the ongoing work to produce a high level Manifesto for transport investment across the North East. This work had been commissioned by Transport North East on behalf of the Combined Authority.

The Manifesto would shortly be the subject of widespread consultation including consultation with the seven local authorities. There was an expectation [from the Regional Transport team] that each authority would submit a single corporate response.

It was noted that the Manifesto will inform the development of a new Local [Regional] Transport Plan for the North East that will fulfil the legal requirements of Transport North East as well as providing a key strategy for directing future investment. The Regional Transport Plan would also be supported by a series of Delivery Plans covering a five year period.

The links to the Strategic Economic Plan were raised as was the links between the Delivery Plans and Infrastructure Delivery Plans linked to Local Plans.

It was recognised that there is a lot of work ongoing within various working groups and NECA forums associated with identifying priority investment pipelines. These included transport, housing and employment. There is also a debate happening at LA7 Economic Directors about the need to identify transformational "game changer" projects.

Action: It was agreed that Durham world coordinate an initial mapping exercise that would seek to pull all these lists together and identify their spatial links.

There was a suggestion that there could be a section in the Regional Transport Plan setting out the duty to cooperate across the seven local planning authorities.

Devolution

The ongoing work to flesh out the Devolution Agreement was discussed and in particular the feedback from the previous Housing and Planning group meeting when the various components of the Agreement were discussed.

The strands of activity were categorised as follows:

Before Mayor	After Major
Pipelines: Housing, Employment, Transport, Skills	North East land Board
Regional "Game Changers"	Regional Investment Plan
Spatial Narrative	North East Planning Policy Framework [Major's Plan]
Duty to Cooperate Position Statement	Regional Transport Strategy/ Plan
Transport Manifesto	
Devolution Deal	

It was agreed that the work on the duty to Cooperate position statement with PAS was a key priority over the next few months.

The initial work on developing a regional OAN was discussed and the amount of detail involved in this was noted as was the amount of resource it was drawing in. Agreed that we need to get a general feel for the scale of the problem at this point and prioritise the work on the DtC.

Local Nature Partnership

Noted that the two LNPs had recently merged and were adopting North East coverage.

Agreed that Chair [Frank Major] would be invited to a future meeting.

Duty to Cooperate

An updated MoU position statement was becoming a significant priority and there is a need to provide PAS with a mandate to get a draft completed by the end of March.

LA7 Heads of Planning

30th March 10-12pm

Kath Lawless- NCC

Joan Sanderson- Northumberland

Anneliese Hutchinson- Gateshead

Jackie Palmer North Tyneside Council

	actions
Apologies George Mansbridge Iain Fairlamb	
Actions from previous meeting Agreed that most items were picked up in main agenda Transport plan: more detailed action plan coming in summer and will pick it up then	
NE design review- Presentation from Tony Wyatt and Amanda Kahn Tony and Amanda gave update on the design review service- busy year in 2015 with 12 design reviews. Experienced in Building for Life assessments. They are now competing with CABE. New web site launched	Presentation circulated
DTC AH provided update from last PAS workshop. Highlighted fact that PAS were very concerned that we hadn't done enough as LA7 to meet DTC tests. HOP need to attend these meetings to set strategic direction. Position statement should concentrate on key big issues such as migration assumptions. Kirklees Inspectors report was referred to PAS report due this week. Agreed HOP would meet soon afterwards to discuss next steps NT looking to submit June Northumberland- consulting on ~~m~~Major Modifications in June/July- Submit December South Tyneside- options Feb 17? Sunderland- growth options in March Agreed needed to make progress and HOPs need to take more of an active role KL to set up meeting for HOP and PAS ASAP KL set follow up meting for end of June Neil Cole to set up North of Tyne DTC meeting and invite Gateshead Mike Allum to set up South of Tyne meeting	 KL KL Neil Cole Mike Allum

OAN General feeling that whilst this was important we needed to concentrate on getting DTC on track- to be picked up through DTC meetings	
Devolution Gateshead have voted not to proceed on current deal but still talking. Discussions are ongoing and meeting with Govt set up for June so will review again after that Discussion under this heading on role of economic directors and HCA/ NECA work. Feeling that planning need to be more involved AH suggested seeing if we could get some help from CLG to move forward with strategic plan KL said she would contact core cities to see how they are tackling the issue of strategic plan ST said would discuss with Ian Thompson to seek feedback from Economic directors and guidance on how HOP can better integrate into debate	KL ST
Local Nature Partnership Paper was discussed at Economic Directors and idea of GIS database seems to be gaining some traction. Debate on what added value would come from the project and who would be responsible for maintaining data ST looking into benefits/ dis-benefits of project and will advise on how planning can/ should integrate into project Some talk of workshop being set up to develop idea.	
Technical consultation response KL circulated NCC planning committee response for info ST suggested we should lo0k into a joint site to share such info	
AOB Idox- update on procurement of exacom- Newcastle and Gateshead moving forward and Sunderland keen to procure S106 module Feedback on IAPPLY- NT not had good experiences	
Next meetings 29 June North Tyneside 28th Sept Durham 14th Dec Northumberland	To no9te

NECA Heads of Planning

9th September 2016

Committee Room 2, Durham County Council, Durham

2-4pm

Attendance: George Mansbridge, Anneliese Hutchinson, Iain Fairlamb, Graeme Smith, Mark Ketley, Richard Baker, John Ripon and Heather Orton.

Actions

1. **Apologies**
   Stuart Timmiss and Jackie Palmer

2. **Introduction and Overview** (George Mansbridge)

2.1 George introduced Richard Baker from the North East Local Enterprise Partnership to the group and confirmed that the session would consider the background, proposals for the North East Planning Development Framework, next steps and the interrelationship with the refresh of the Strategic Economic Plan.

3. **North East Planning Development Framework** (George Mansbridge and All)

3.1 It was confirmed that NEPDF papers have been discussed and agreed with Economic Directors, Chief Executives and Leaders in June 2016, however further clarity was sought by Economic Directors in August 2016 about the status of the framework and confirmation has been provided and agreed that the NEPDF will be a material consideration. Heads of Planning have been tasked by the Housing and Planning Group to consider the proposed structure, content of the NEPDF and its interrelationship with the SEP.

3.2 Concerns were raised about the detail presented within the June 2016 report and that all Local Authorities had not agreed the level of detail and status of the framework. However, it was recognised that there is need and use for a framework that outlines the North East's high level spatial priorities, to provide additional emphasis for Local Plans and to facilitate the Duty to Cooperate.

3.3 It was agreed that the framework should build upon the evidence within Local Plans, illustrate a collective ambition and high level housing delivery.

3.4 It was agreed that a note needs to be produced that outlines the proposed content for the NEPDF and will be circulated amongst partners for agreement. This note (attached) will be circulated and agreed with Local Authorities following the meeting. HO/GS

3.5 Options for developing the NEPDF were raised, including discussion on the NEPDF as a stand –alone Spatial Narrative supplemented by a strategic infrastructure map/diagram or as a sheared 'Part 1' to be embedded within Local Plans. The option of the appointment of consultants to scope/develop the NEPDF over the coming months was discussed. Each LA is to seek clarity and preferences. All

4. **Strategic Economic Plan Refresh Discussion** (Richard Baker)

4.1 Richard Baker provided an overview of the SEP refresh detailing that this will not be a rewrite of the SEP agreed in 2014 but an opportunity to reconsider and confirm our

economic ambitions, progress, changing policy environment, long term aims, investment programmes and priorities.

4.2 A NELEP/NECA Task Group was formed early in the year to lead the refresh programme. Economic analysis and progress update papers were published in May/June 2016 and consultation workshops on key themes were held in July 2015. Summaries of the findings alongside initial proposals have published and further discussion is ongoing with stakeholders through advisory groups and the LEP Board. Following wider discussion and consideration, implications and priority actions are being refined and will lead to the preparation of the refreshed SEP and association action plans by November 2016.

4.3 The Group noted the key economic messages about future growth and the challenges to meet future business and sectoral needs alongside addressing issues such as skills mismatches and the need to boost business productivity. Richard provided an overview example of key issues related to a theme and how the place agenda is interrelated within this. The Group noted the importance of the following issues:

- Need to clearly profile our strengths – building on the spatial narrative the growth areas agreed such as Cities, A1/A19 growth corridors etc. We need to boost our infrastructure to increase our competitiveness not only regionally, but nationally and internationally. By clearly articulating our connected infrastructure we can demonstrate the strength of our ports, innovation and logistics sectors and depict the right image for the north east.
- Underpinning the SEP through the North East Planning Development Framework to articulate our spatial strengths and priorities across all 7 local authorities. This will support the case for growth outlined within the SEP and provide the linkages for planning policy, Local Plans and our Duty to Cooperate.
- Ensuring that housing is seen as an enabler of economic growth. Planning isn't a constraint and there is an opportunity to boost the economy through housing growth and the provision of appropriate and cutting edge homes in the right places, with the right infrastructure to support connectivity and building on our quality of place.
- The role of digital infrastructure and natural assets were raised as important components of our competitiveness and as a place we should support the smart city agenda and test bed examples such as 5G.
- Importance of planning for future growth.
- Support the approach of producing a more focused refreshed SEP that will prioritise and look for 5 key positions for the north east. This is an opportunity for the north east to realign and confirm its national and international position to boost economic growth.

4.4 The Group agreed to provide a note for Richard to summarise feedback on the SEP and to share the spatial narrative and spatial mapping work undertaken through the Planning and Housing Group which articulates spatial priorities. Richard expressed an interest in background housing issues work and the Objectively Assessed Need work that was being undertaken by Local Authorities. The Group agreed to keep Richard informed on the progress with the NEPDF development to ensure the interrelationship in cemented with the SEP. HO GM GM

5. **AOB**

5.1 Anneliese Hutchinson noted the Transport Plan that is currently out for consulted and wanted to ensure colleagues have had sight of it. George agreed to the document. GM

Key Messages from the Heads of Planning for the SEP Refresh

- Support the approach for the refresh and refocusing the existing Plan and narrowing the focus on key areas for investment and effort.
- Need to clearly profile our strengths – building on the spatial narrative and the identified growth areas agreed such as Cities, A1/A19 growth corridors etc. We need to boost our infrastructure to increase our competitiveness not only regionally, but nationally and internationally. By clearly articulating our connected infrastructure we can demonstrate the strength of our ports, innovation and logistics sectors and depict the right image for the north east. Need to recognise the narrative of our how individual places play contribute to the north East's distinctiveness.
- Need to underpin the SEP through the North East Planning Development Framework to articulate our spatial strengths and priorities across all 7 local authorities. This will support the case for growth outlined within the SEP, that we are planning for future growth and provides the linkages for planning policy, Local Plans and our Duty to Cooperate.
- Support the need to build on the recognised key capabilities and enablers and ensuring that spatial elements are strengthened within these. For instance recognising that clusters exist around supply chains and the importance of enabling supporting infrastructure.
- The SEP need to ensure that housing is seen as an enabler of economic growth. Planning isn't a constraint and there is an opportunity to boost the economy through housing growth and the provision of appropriate and cutting edge homes in the right places, with the right infrastructure to support connectivity and building on our quality of place. Would support the development of more specific actions related to this and/or a clear understanding of how this is delivered in collaboration with NECA/HCA/LAs.
- The role of digital infrastructure and natural assets are important components of our competitiveness and as a place we should support the smart city agenda and test bed examples such as 5G.

Heads of Planning
September 2016

North East Development Framework (NEPDF)

Overview:

- The North East Development Framework will articulate a regional perspective and joined approach to economic growth, demonstrating our ambitions, spatial priorities and support development across the area.

Document Status:

- Will provide additional regional context to the National Planning Policy Framework
- Will underpin the North East Strategic Economic Plan
- Will be a Material Consideration that supports ambitions and priorities within north east Local Authorities Local Plan's
- Will support the Duty to Cooperate
- Proposed that the NEPDF has ministerial sign off and is formally recognised within the refreshed SEP

Content:

- It will provide a clear planning statement that enables development.
- Will provide a high level spatial plan that indicates our regional infrastructure, priorities for economic growth ambitions and land use areas. This will build upon the spatial narrative and investment mapping work that highlights growth areas, clustering and importance of connectivity by supporting the development of infrastructure and housing of the right quality and in the right places.
- Will highlight regional specialisms – setting out our locational advantages, character and opportunities within the area. This will build on our sense and quality of place. It will set out our commonalities as well as differences across the NECA area.
- Will recognise that local differences like lower land values and site viability can mean that employment and housing sites can take longer to be developed.
- Will depict high level housing issues and housing growth delivery numbers. This will support the level of ambition across the area within Local Plans and the fact housing facilitates economic growth ambitions as set out within the SEP.

Heads of Planning
September 2016

LA7 Heads of Planning Draft Minutes

10.00-12.00, Wednesday 14 December 2016,
New Hartley Meeting Room, County Hall, Northumberland County Council

Present: Jackie Palmer (JP); Anneliese Hutchinson (AH); Kath Lawless (KL); Iain Fairlamb (IF); Stuart Timmiss (ST); Joan Sanderson (JS); Helen Dormand (notes)

Apologies: George Mansbridge (GM); Mark Ketley (MK)

- **Actions from previous meeting**
  - Highways England (HE) to be invited to next meeting - action still outstanding. **ACTION: KL to send contact details to ST for ST to invite HE to next meeting.**
  - ST advised that Rebecca Pointing is Durham and Sunderland's DCLG contact - soon to go on maternity leave. Advised Durham's OAN to reduce by 20% in forthcoming White Paper (WP), based on simple OAN methodology (not based on LPEG recommendation). Strong emphasis on DtC in WP - opportunity for direct intervention from DCLG. Revised NPPG expected in May 2017. **ACTION: ST to circulate a note of their meeting with DCLG.**
  - DCLG/PINS coming to Sunderland and Durham in mid February. **ACTION: ST to arrange for other LPAs to attend for a couple of hours to discuss White Paper/SEP refresh.**
  - Action in relation to putting together note for Steve Quartermain highlighting issues in housing sites coming forward still outstanding. KL stated that Newcastle had put together a note for Chief Executive in relation to Judicial Review that covered some of the issues which she would be happy to share. **ACTION: KL to share note.**
- **North East Planning Development Framework (NEPDF)**
  - Discussion took place around difficulties in writing NEPDF in light of tensions between imminent SEP refresh and Government White Paper; potential North of Tyne devolution deal; ongoing DtC tensions between LPAs; impacts of Brexit; transport issues etc and the need to appoint a suitable consultant who has the knowledge of Northumberland but is also not compromised. ST suggested Ian Cansfield as a possible person to undertake the work. **ACTION: ST to approach Ian Cansfield, co-ordinated through AH.**
  - AH mentioned paper Neil Wilkinson has pulled together for the South of the Tyne as as possible way forward. **ACTION: ALL - agreed to comment on South of Tyne paper Neil W has done so far.**
  - Discussion also took place on the Planning and Transport workshop held at South Tyneside and the need to pull together this work. **ACTION: Write up the work from Planning and Transport workshop but don't include figures - narrative only.**

    - **ACTION: ALL to agree brief pre Christmas, with view to commissioning post White Paper - GM to manage process.**
- **Duty to Cooperate - MOU**
    - Agreed MOU does not need updating, just the appendix. **ACTION: Neil Cole to advise where we are at and what is required to pull together what we currently have - project plan and then tasks as appropriate and then send to Northumberland to pick up.**
- **Local Plan Updates**
    - **Durham (ST):**
        - Paused Local Plan due to imminent White Paper. Preferred Options scheduled for September 2016, due to elections in May.
    - **North Tyneside (NT):**
        - Hearing sessions finished on 7 December. Continuing discussion with Inspector on four outstanding issues; OAN; housing land supply; hot food takeaways; and technical housing standards. Plan will not be found sound without a 5YHLS on adoption. 20% buffer and phased approach looking likely. A steer from the Inspector is expected before Christmas, with a modifications consultation in mid January, and an Inspector's report mid May.
        - A preliminary CIL charging schedule to go to Cabinet in February 2017 and then out to consultation.
    - **Gateshead (AH):**
        - Introducing CIL on 2nd January 2017.
        - Planning permission granted in Crawcrook, High Spen (S106 due to be signed next week). Dunstan Hill GB site due early next year. Ryton needed masterplan between a number of developers which has not come to fruition.
        - Working on Allocations DPD and background evidence base studies - SHMA, SHLAA, ELR. Draft Allocations DPD is expected in Spring next year.
        - Starting work on brownfield register and permissions in principle.
    - **Newcastle (KL):**
        - Introduced CIL on 14th November 2016 which prompted a flurry of S106 action.
        - Strategic release sites - 1,100 approved in Callerton - subject to Judicial Review, 500 in Hazelrigg approved; minded to grant 520 at Kenton Bankfoot; ~600 in Throckley. Approx 3,500 of plan allocations have now gone through committee.
        - Great Park expansion due in January.
        - Draft site allocations document draft policies worked up and will go out consultation end of March 2017.
        - Student Housing SPD going to January committee.

        - Considering tall buildings SPD scoping note, as coming under a lot of pressure from developers, two recent examples include 26 and 35 storey buildings.
    - **Sunderland (IF):**
        - Similar issues to DCC re: Local Plan; awaiting White Paper; continuing with evidence; don't have a 5YHLS.
        - Publication version of CS planned for November 2016 now looking at for March 2017 for publication of Sunderland CS, including DC policies and GB review.
        - Viability a big issue for Sunderland; ST and JS suggested viability contact (David Newham) to IF.
        - Work on AAP for IAMP progressing, document due to go to Cabinet for second time in January with the view to submitting in March 2017.
    - **Northumberland (JS) :**
        - Consultation on further major mods ends on 23 December 2016.
        - Submitting plan to Inspectorate in March 2017.
        - Dissington Garden Village planning application expected next week. Banks, housing application at Ponteland on GB land has come in. County Hall applications for housing, schools and education have also come in.
- **Staff Recruitment Difficulties**
    - Abundance of assistant level planning staff in the region, but a lack of more senior MRTPI level staff.
    - Discussion around 'growing your own' staff and career graded posts as potential solutions.
    - Birmingham was suggested as a potential model to explore, they take 10-12 graduates per year on a two year contract.
    - **ACTION: agreed it might be useful to pull together a baseline on staff pay scales.**
- **AOB**
    - AH reported that Gateshead were experiencing difficulties with NWL, particularly in terms of sharing information. No one else seemed to be experiencing similar difficulties.
    - AH also reported that developers were saying that Gateshead were asking for too much in terms of flooding/SUDs at application stage. ST suggested that it might be a good idea if reps (flood people and planners) from each LA came together to discuss this further.
- **Date and Venue of next meeting**
    - **AH - to check dates with Gwen and circulate.**

Appendix 8 - Highways England "Northumberland Local Plan Core Strategy - Further Work" (29 March 2017)

Our ref:
Your ref:

Chris Bell
Highways England
Network Strategy (NE)
3rd Floor Tees Wing
Lateral
8 City Walk
Leeds LS11 9AT

Laura Emmerson
Northumberland County Council
County Hall
Morpeth
Northumberland
NE61 2EF

For the attention of: Laura Emmerson

29 March 2017

Dear Laura

NORTHUMBERLAND LOCAL PLAN CORE STRATEGY – FURTHER WORK

Following on from our meeting on 20th January 2017 and further to your letter *'RE: Northumberland County Council Local Plan Core Strategy Further Major Modifications - November 2016 (dated 10th February 2017)'*, this letter provides:

- Highways England's response to the approach proposed by Northumberland County Council [NCC] relating to the further work to be carried out; and
- Sets out Highways England's intentions going forward, with the aim of ensuring that the Plan and in particular the intentions for the Dissington Garden Village are supported by the required evidence and the Plan can ultimately be considered to be sound.

Context

The following provides some context of the Local Plan evolution, with specific focus on the issues that are pertinent to the relationship of the Plan with the Strategic Road Network [SRN] and Highways England involvement to date in the Local Plan consultation process:

Local Plan Core Strategy Pre-submission draft (October 2015)

Highways England identified that the document was not sound with a view to the evidence available in the form of the Core Strategy Transport Assessment (October 2015) and the SRN Impact Assessment (30th October 2015).

Highways England committed at this stage to the preparation of a SRN Infrastructure Study. This study was completed and provided to the Council as a piece of evidence. The outcomes of the study identified measures that would need to be included in the Plan with regards the SRN to ensure that the SRN could support the identified spatial aspirations.

Local Plan Core Strategy Pre-submission draft – Proposed Major Modifications (June 2016)

The major modifications included embracing the outcomes of the SRN Infrastructure Study. Highways England therefore advised that the modifications were reasonable.

Local Plan Core Strategy Pre-submission draft – Further Major Modifications (November 2016)

The further major modifications contained the Dissington Garden Village proposals and in the views of Highways England represented a new proposal that had not been considered within the previous evidence base afforded by the SRN Infrastructure Study. Highways England identified that a full

consideration of the impact of the Garden Village proposal and the cumulative impact (together with other proposed development in Ponteland) would be required. Evidence was provided to Highways England mid-way through the consultation period and this late provision did not allow sufficient time for Highways England to consider its appraisal of the new proposal.

Review of Dissington Garden Village Option Testing (January 2017)
With a view to the evidence supplied, CH2M reviewed this documentation in order to advise Highways England in relation to whether it provided a level of evidence that could inform Highways England's response to the Plan. CH2M advised that the evidence provided was not considered to be of a level suitable to support the soundness of the Plan.

CH2M also noted that the development of a sufficient evidence base could identify the need for interventions that are not currently defined in the Plan and could therefore lead to the need for further policy amendments that would need to be incorporated into the Plan.

Response to NCC approach
The NCC letter of 10th February 2017 acknowledges that the proposals for Dissington Garden Village were not considered as part of the Highways England Infrastructure Study (May 2016) and require consideration by Highways England with regards to the impact at the SRN. This position can be supported.

The letter makes reference to Jacobs' *Dissington Garden Village Option Testing Transport Assessment Report (November 201*6), and confirms the previous discussions that additional evidence will be required to reflect the Plan's latest development aspirations. Again, this position of requiring further evidence can be supported.

The letter notes that there is agreement that the Further Major Modifications in the Plan results in three key sections of the SRN requiring detailed consideration:

- Airport Junctions
- Highways England A696/ A1
- A696/ A167 Corridor

It can be agreed that these are the main focus of impacts associated with the Dissington Garden Village proposal (and other developments identified in the Plan within the Ponteland area).

Reference is made to the agreement of Highways England to the level of intervention that was put forward by JMP as part of the *Newcastle City Council Northern land Release Development Assessment Report (2015).* In this regard, Highways England's agreements to the level of intervention was achieved through sensitivity tests within a mesoscopic model rather than through direct use of the GRAHAM model.

With reference to the phased approach to additional work, the following comments are made:

Phase 1: Identify the Impacts and Phase 2: Identify Interventions
The proposed approach to phase 1 and 2 as identified in your letter appear reasonable in terms of their outcomes (identifying the impacts and identifying interventions). However, there are a number of elements of the approach in getting to those outcomes that we would wish to clarify here:

- Focus of Highways England's review – It can be agreed that the A1 / A696 junction will be the main focus of Highways England's review of the Ponteland developments.
- Assessments at the A1/A696 junction – Highways England will undertake independent assessments at the junction on the basis of approaches consistent with the previous SRN Infrastructure Study (or on the basis of information available from the review of the

associated planning applications, should that be more suitable). This will be founded on a confirmed appropriate base model (assumed to be that of utilised in the previous JMP work) and will seek to identify the operation of the junction and the requirement for any additional intervention over and above that which has previously been put forward previously in response to the Newcastle Northern Land Release sites. Our commitment to working with NCC to overcome the current evidence issues is amplified further below.

- Timescales – This piece of further work is currently ongoing and will report as soon as is possible. In this regard, provision of more refined information from NCC in relation to the timescales being worked to would be beneficial.
- Identified interventions – Should any interventions over and above those identified in the JMP study be deemed necessary, Highways England will seek to offer information in relation to the likely scale of intervention that may be required to overcome the issues. The approach that will be adopted will be the same as that adopted through the original Infrastructure Study. In this respect, it is not likely that detailed information in relation to costs and delivery mechanisms will be available. However, this should not cause issue given that such an outcome was acceptable in relation to SRN based infrastructure measures previously identified.

Phase 3: Full Corridor Study

This element of study is recognised as being beyond the plan making process and will consider all the growth impacting on the A696/A167 corridor, including the identification of funding sources and funding opportunities related to the Airport Enterprise Zone.

While not on the critical path with regard the Plan, Highways England would want to be a key stakeholder into this full corridor study to ensure that the routes being investigated that form part of the SRN continue to serve their purpose and support the various growth aspirations that the study will focus on.

Commitment to work with Northumberland County Council

Highways England is committed to working with NCC to overcome the current issues in relation to the evidence base. In response to the further work detailed above, we would emphasise that we will be preparing an addendum to the SRN Infrastructure Study which focusses on the A1/A696 junction and it is this study that will form the key piece of evidence in relation to the Plans impact at this location and any required interventions.

This addendum will include a review of the validity of the base model developed by JMP in the Newcastle Strategic Land Release assessments; utilise that model for the purpose of assessing the influences of the Local Plan (specifically the influences of the Ponteland developments); seek to establish the scale of intervention required (if indeed an intervention is required) and report on these assessments in a similar way to that of the original Infrastructure Study.

This work has commenced and we will seek to provide it as soon as possible and in this respect, we look forward to discussing the timescales associated with the Plan in more detail. A further meeting at a suitable point in this process would be most useful in order to discuss the findings and any recommendations.

Depending on the outcomes of the work being undertaken by NCC and that in the addendum to the Infrastructure Study, we would wish to reiterate that this may result in the need for further policy measures to be included in the Plan. Highways England will therefore continue to work with NCC to identify the nature of these measures and the policy wording that may need to be incorporated into the Plan to appropriately accommodate the findings. This follows the same process that was recommended when Highways England was consulted on the Pre-Submission version of the Plan in October 2015 and while it will be NCC's view to determine if the recommendations represent a major

modification, it is considered that this will provide a solution that NCC and Highways England can embrace in finding the Plan to be sound in respect to its influence at the SRN.

I trust the information afforded above is useful, but please do not hesitate to contact me should you require any further information.

Yours sincerely

Chris Bell
Asset Manager
Highways England
Email: chris.bell2@highways.gsi.gov.uk

Appendix 9 - International Connectivity Report (February 2017)

INDEPENDENT INTERNATIONAL CONNECTIVITY COMMISSION REPORT

February 2017

AN INDEPENDENT REPORT COMMISSIONED BY TRANSPORT FOR THE NORTH

Foreword *John Cridland, Chair of the International Connectivity Commission and Chair of Transport for the North.*

The Independent International Connectivity Commission was established to examine the economic role of international connectivity for the North of England. This report includes the Commission's assessment of the current role of the North's airports and ports in providing the required global connectivity for passengers and freight. The Commission has identified the actions that are necessary to improve connectivity to support a more global approach to business and the visitor economy. It has also identified the potential role of both public and private sectors in delivering key drivers for international connectivity. This will support the required transformational growth of the Northern Powerhouse economy.

Seldom has there been a more significant time to focus on the North's global opportunities. The need for the North to exploit its global potential and ensure it maximises its contribution to the UK as a whole is more important than ever. **Transport for the North (TfN) is playing a unique role in developing a Strategic Transport Plan, building on the findings of the Northern Powerhouse Independent Economic Review (NPIER)[1], to support the needs and opportunities of the North.**

The North has demonstrated its potential to be a performer on the world stage and, by stimulating the right infrastructure growth, we can support our key business capabilities and assets, as well as our people, to connect to global markets and locations.

[1] http://www.sqw.co.uk/insights-and-publications/northern-powerhouse-independent-economic-review/

I would like to thank the members of the International Connectivity Commission who gave their time and expertise to guide this report. Their collective and substantial experience has been used to critically examine the opportunities for enhanced global connectivity and establish the value this will bring. The Commission were clear at the outset that this report would be evidence based, taking a thorough analysis of both the current baseline and potential latent opportunities.

The Independent Commission has identified the key actions necessary for international connectivity to enable transformational economic growth. To make this possible, we need to foster greater global links across the North of England, offering improved access to worldwide markets, with our airports and ports acting as international hubs to the North for passenger (business and visitors) and freight economies.

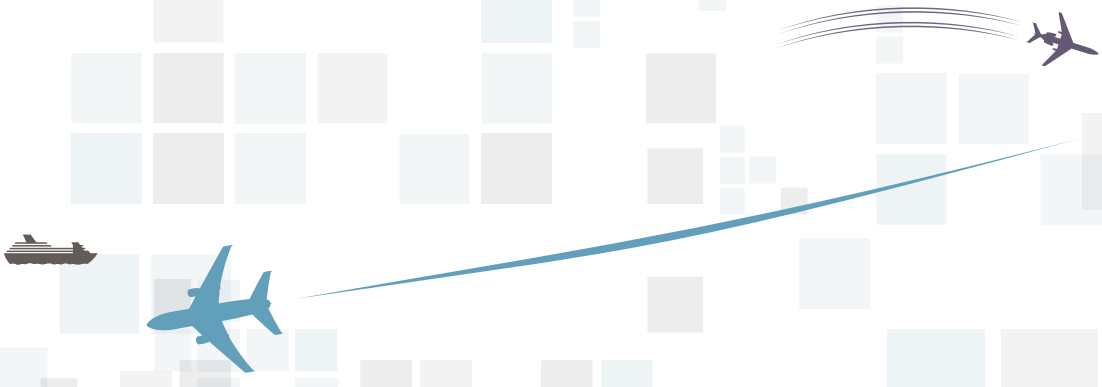
The North's airports handle 15% of the UK's airport passengers (39.6 million air passengers per year up to October 2016). International passenger connectivity contributes £5.5 billion towards the North's GVA. This is 1.7% of the £317 billion GVA contributed by the North (when compared to sub-National figures published by ONS in December 2015).[2]

Achieving economic transformation will require the economic contribution of international connectivity to grow and air connectivity to become more important in future, reaching £13 billion or 2.1% of today's GVA. To deliver this step change, we will need to create the conditions where the volume of international airport passengers can grow to 75 million passengers per year in 2050, which is 12 million higher than currently forecasted by DfT.

If global connectivity is properly supported, the latent capacity available at the North's key airports and ports is capable of delivering an additional 60 million passengers per annum, based on current airport master plans and Department for Transport (DfT) assessments.

The IPPR North report[3] states that Northern Ports directly contributed (through both global and domestic freight) £1.5 billion, or 20% of all GVA generated by UK ports (£7.7 billion) in 2014. This is a 0.5% contribution to the North's total GVA in 2016.

Freight and logistics is evidenced as one of three key economic enablers which will support the North's global capabilities. As set out by the NPIER, Northern ports handled 56% of UK rail and 35% of road tonnage and distribution onto the network. To maximise the strengths and opportunities the Northern ports present, TfN's challenge is to ensure the strategic infrastructure is in place to deliver any additional capacity that ports such as Liverpool generate. The North's ports also offer passenger transportation options to both Continental Europe and Irish markets, as well as long haul cruise options more globally.



[2] https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedincomeapproach/december2016
[3] http://www.ippr.org/publications/gateways-to-the-northern-powerhouse

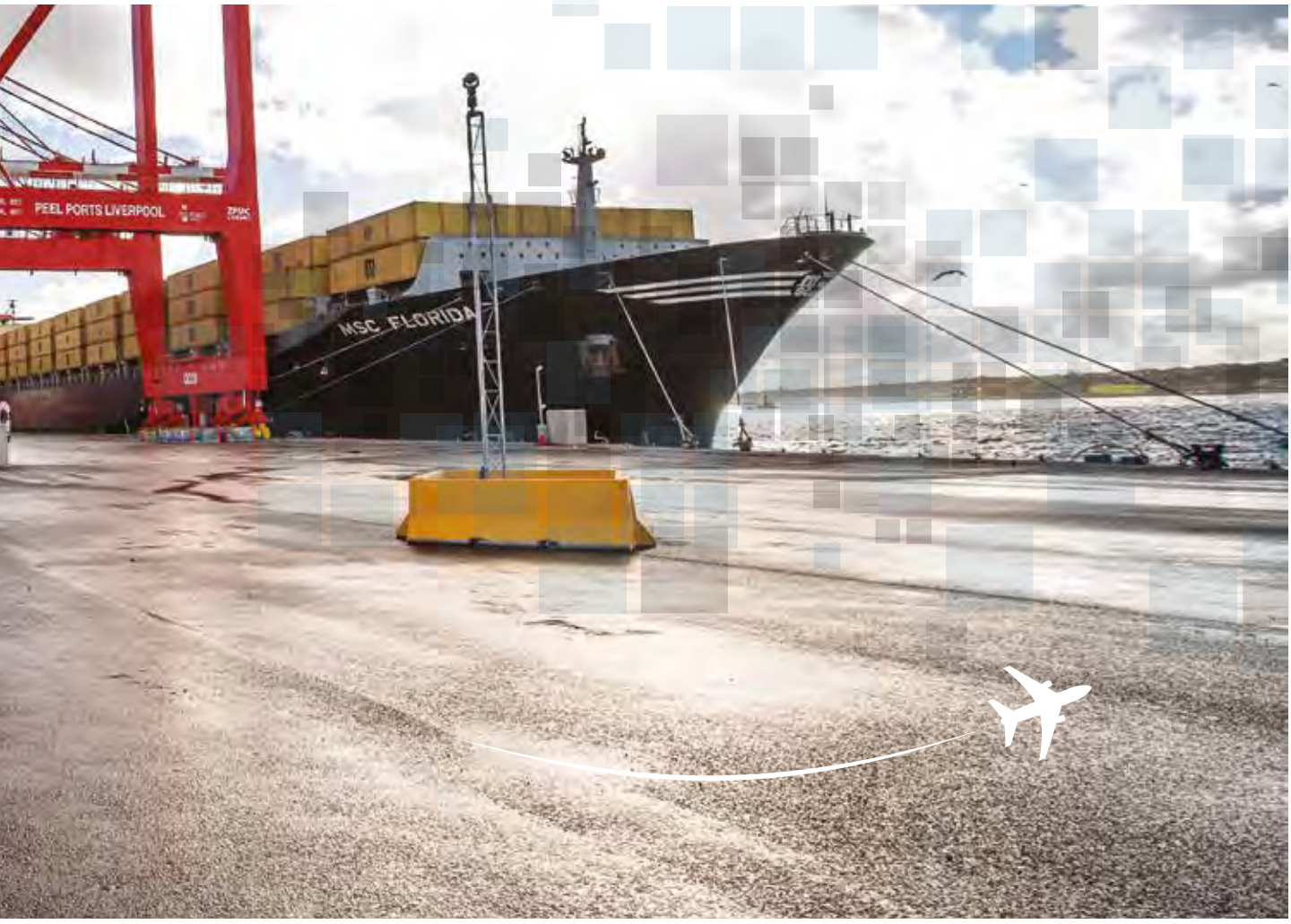
It is important that we seize opportunities that may result from our exit from the European Union, to ensure that the UK as a whole remains the best place in Europe to invest and grow a business. In overall terms, the region's airports are importers of passengers, with their catchment areas extending beyond the boundaries of the North, whilst the Northern ports contribute by moving the majority of freight across the North and beyond. By enhancing the region's international connectivity, we will realise the benefits of increased agglomeration, exploit the wealth of growth opportunities in the North and improve economic productivity.

Enhancing global connectivity starts on the ground, which is why this report sets out the key landside enablers for ports and airports. Our ambitious but vital plans for improved global connections can only be achieved by making it easier and quicker for passengers to travel to and from the North.

By increasing the proportion of trips which can connect globally direct from the region's airports and ports, as well as improving surface access to these key hubs, we can ensure that the potential of the North's airports is exploited for the benefit of the wider economy.

Additionally, the North needs to have access to strong rail freight connections and make the best use of the network that exists now. There need to be improvements to the heavily congested rail network and TfN needs to work with Network Rail to ensure that freight paths are optimised, particularly where they serve the global connectivity offered through the ports.

I believe it is a key priority to increase the range and frequency of global destinations served by airports and ports across the North, taking advantage of the capacity available now to reach new markets and secure innovation and investment. I look forward to working with partners and the Government to develop the options outlined in this report.



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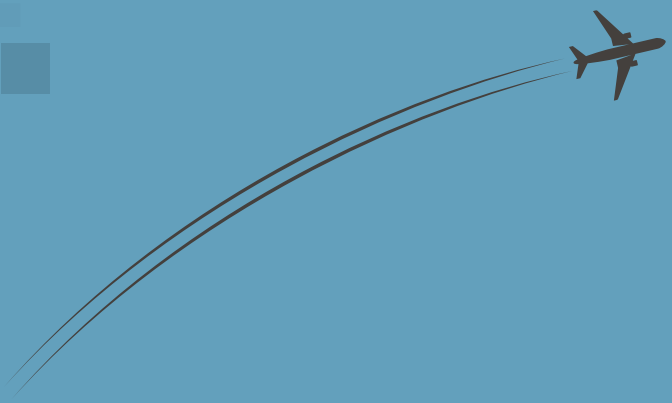


1. Executive summary

In June 2016, TfN and its partners, supported by the Government, launched the Northern Powerhouse Independent Economic Review (NPIER). This important document set out the clear potential for transformational economic performance, which would see the North close its economic prosperity gap, exceed the average UK growth rate, increase GVA by £97 billion and add 850,000 jobs compared to the forecast performance if the North continued on a 'business as usual' trajectory. Importantly, the NPIER demonstrated that the North had a set of global capabilities in advanced manufacturing, digital technology, health innovation and energy.

Delivering economic transformation of the North and closing the economic performance gap with the rest of England requires a step change in productivity, which will benefit not only the North but the UK as a whole. This means that the North must pull on all the levers for growth and that includes exploiting the potential of its airports and ports to deliver more direct international connections.

Making travelling to and from the North more direct, easier and cheaper, supports the North becoming a more attractive place in which to invest, do business, visit and trade. 'Business as usual' activity will simply not be good enough for the North to meet the ambitions of economic rebalancing. However, with the right support, a transformed Northern economy with increased international connectivity would provide nationally significant impacts which would benefit the country as a whole.

As the Government said in supporting the construction of a third runway at Heathrow: *"International flights matter. They support trade, inward investment and exports. They create jobs and economic growth, and they give UK citizens the freedom to fly across the world – whether for business, leisure or to visit friends and family."*

TfN supports this announcement and welcome the additional Northern routes that further Heathrow capacity would provide.

David Brown, Chief Executive of TfN, said:
"Certainty in terms of planning and investment is an important step for market confidence. It's also good to see that the Government is making decisions on strategically significant transport infrastructure crucial to economic growth and performance."

The Independent International Connectivity Commission considers the timing of this report to be of significant importance, given the requirement for the UK to position itself on a global stage. If we are to realise opportunities for broad scale economic 'internationalisation', which Brexit may provide, international connectivity needs to become a priority. We can deliver this by ensuring that the full potential of our airport and port infrastructure, delivered by the private sector, is exploited through targeted interventions by the public sector.

The North has the potential to make it easier, cheaper and faster to travel to key airports and ports across the North. Increasing the ease of connectivity will drive an increased demand for services. This means, if supported by the right infrastructure, our airports and ports could make an increased material contribution to international connectivity. The North has potential capacity for an additional 60 million air passengers per annum based on current airport master plans and DfT assessment. If properly supported through improved surface access, the capacity at the North's key airports and ports means that they could deliver improved global connectivity over a short timeframe, helping to achieve the target for the North to narrow the economic performance gap and the country as a whole to improve international connectivity.

Freight and logistics are a key enabling capability within the North, which TfN recognised from an early stage in its development. In 2016, the first pan-Northern Freight and Logistics Report identified the need for additional freight paths across the Pennines to strengthen East - West connectivity. Led by Hull University through the Liverpool - Humber Optimisation of Freight Transport (LHOFTs) project, ports on the Humber, Tyne and Tees and on Merseyside are working together to look at how an enhanced network could generate economic opportunity across the North.

This report demonstrates how reducing the real cost and time of passengers and freight using the North's airports and ports will boost demand for additional services.

This will in turn increase business efficiency, encourage entrepreneurship, facilitate trade, attract Foreign Direct Investment (FDI) and encourage tourism, as well as retaining skilled workforce.

The North's key **airports** are capable of delivering an additional

passengers per annum

Based on the evidence, the Commission believes that the potential benefits delivered through enhanced international connectivity can be a lever to drive growth, rather than simply a response to it.

This report sets out a series of recommendations to the TfN Partnership designed to facilitate and support greater international connectivity, which will create conditions for growth across the North.

The Commission believes global connectivity starts on the ground and has set out the following recommendations:

- Improve surface transport connections to the North's airports and ports by better integrating them into the pan-Northern strategic infrastructure network. This will extend their catchment areas, making more routes and services viable. This recommendation illustrates the importance of key investments such as Northern Powerhouse Rail;

- Improve the quality and efficiency of access to airports and ports, therefore reducing costs and time constraints to businesses; improving access for the local population and visitors (tourist or business) and delivering benefits for freight and logistics;

- Develop a 'Team North' approach to securing new air and sea connections for the benefit of the North as a whole, working with the public and private sector to ensure that improved international connectivity delivers for businesses and plays a role in promoting increased international tourism to the whole region;

- Ensure that the North's airports can attract more global air services, and explore policy options to reduce dependence on the London airports, such as reducing the impact of Air Passenger Duty (APD) on the commercial viability of services compared to other regions of Europe.

2. What does international connectivity contribute to the economy of the North today?

International connectivity in the North is delivered by its airports and ports across the region. Analysis indicates that the North's ports handle high volumes of freight, whereas Northern airports mainly serve passengers, alongside lower volumes of freight (which is higher in value per tonne). However, there are opportunities to deliver further international connectivity growth, with capacity available via both the region's airports and ports.

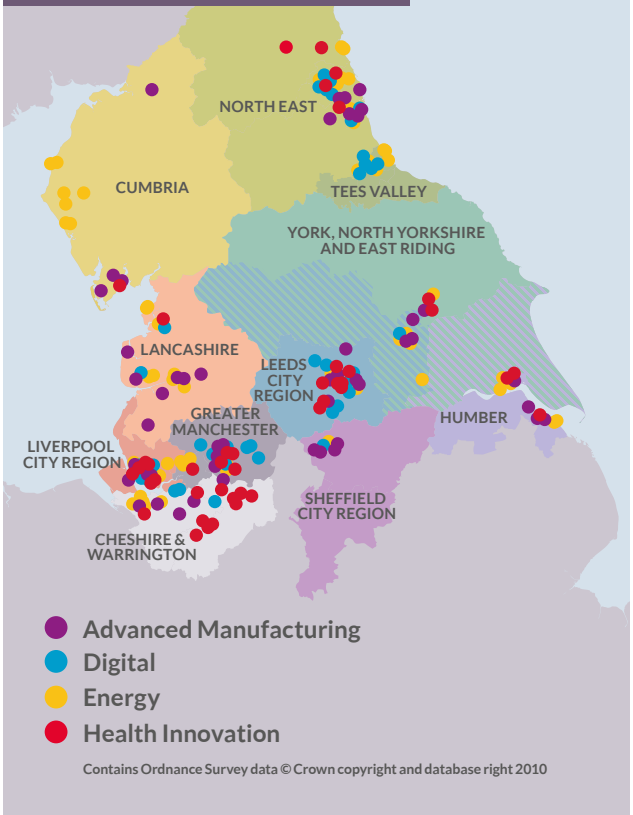
The 'One Agenda, One Economy, One North' Report[4] sets out the vision for transformational growth in the North. TfN Partners, with support with aviation expertise from York Aviation, developed a baseline analysis for international connectivity of Northern airports and ports. This research provides a wealth of evidence on how well international connectivity serves the needs of the North today and has been used to support the Independent Commission in their thinking.

Economic analysis

The NPIER identified that, today, the North of England is home to nearly 16 million people (almost one quarter of the UK population) and around 7.2 million jobs. The wider region generated an economic output of around £317 billion GVA in 2015, about one fifth of the UK's total. The area has a wealth of high profile and growing businesses, expertise, creativity, and assets. But there remain persistent gaps in GVA per capita and productivity performance compared to the rest of the UK. As the Government's Northern Powerhouse Strategy highlighted, the North is an excellent place to start and grow a business and steps should be taken to ensure the Northern Powerhouse is recognised worldwide for the trade and investment opportunities it offers. If the Northern economy was performing as it should at the UK average, it would be £37 billion bigger today.

The NPIER set out the role of a distinct set of Northern capabilities which support both productivity and jobs growth. These consist of four prime capabilities (advanced manufacturing; energy; health innovation; and digital) and three enabling capabilities (financial and professional services, logistics; and education). These strengths were identified due to their global potential and where transport alongside other factors such as skills are considered critical to enable the full potential of the North to be realised.

Figure 1: Sample locations of key assets for each of the North's prime capabilities



[4] https://www.gov.uk/government/publications/northern-transport-strategy

Passengers

Up to October 2016 the usage of the international passenger connectivity provided by the North's airports contributed over £5.5 billion towards the North's GVA (1.7% of the £317 billion[5] GVA contributed by the North when compared to sub-National figures published by ONS in December 2015). Overall, some 39.6 million air passengers were carried on all flights to/from the North's airports in a rolling year ending October 2016, around 15% of the UK total. The largest proportion of air passengers consists of outbound leisure trips, which contributed around £0.5 billion to GVA in 2016.

The bulk of the GVA contribution from passengers (£5 billion) comes from the boost to business productivity brought about through direct international air connections to/from the North's airports. In total, there were around 2 million return business related air trips to/from the region in 2016, of which around 60% were by UK residents and the rest foreign business visitors.

There is a strong concentration of demand in and around the core cities. Up to October 2016, total airport passengers in the North increased by 9.1% from 2015, compared to a 6.1% increase in the UK total during the same period. Significant growth has been seen across the North, including at Doncaster Sheffield (40.6%), Liverpool (10.3%) and Manchester (8.6%). There are a number of factors for this growth, including the new deliveries of aircraft and capacity; low oil prices resulting in lower air fares; and strong economic indicators in the first half of 2016.

In overall terms, the region's airports were also importers of passengers with their catchment areas extending beyond the boundaries of the North, with Manchester and Liverpool in particular serving part of the North Midlands and North Wales, Newcastle and southern Scotland, while Doncaster Sheffield draws passengers from the East Midlands.

However, whilst the North currently accounts for around 25% of the UK's population, its seven airports handle around 15% of all airport passengers in the UK (up to October 2016) and the ports around 6% of all ferry passengers[6]. This suggests a degree of underperformance in the connectivity provided given the relative scale of the population and economic base. If the North was performing as it should, we would expect the number of international air passengers travelling to/from the North to be over 4 million or 10% higher than the 39.6 million passengers per year now. Around 90% of these passengers would be expected to use international services from the North's airports, so supporting

Figure 2: International passenger demand to/from Northern Powerhouse region (Civil Aviation Authority 2015)

LEP area	Total passengers (millions)	Business passengers (millions)	Inbound leisure passengers (millions)	Overall propensity to fly (total passengers per head of population)	Business Passenger propensity to fly (per head of population)
Greater Manchester CA	6.93	1.00	1.38	2.51	0.36
Leeds CR	4.32	0.50	0.60	1.43	0.16
Liverpool CA	3.51	0.33	0.82	2.30	0.22
North East CA	3.38	0.45	0.41	1.73	0.23
Cheshire & Warrington CA	2.56	0.46	0.32	2.79	0.51
Lancashire	2.45	0.22	0.26	1.66	0.15
Sheffield CR	2.30	0.19	0.25	1.25	0.10
North Yorkshire	2.29	0.27	0.33	2.00	0.24
Tees Valley CA	1.15	0.12	0.11	1.72	0.19
Cumbria	0.87	0.09	0.09	1.74	0.19
Hull & Humber CA	0.41	0.04	0.05	0.45	0.05

[5] This is distinct from the GVA contribution made directly by the region's airports through their operation and supply chains, which is in addition.
[6] Based on CAA Passenger Statistics (October 2016) and DfT Sea Passenger Statistics (provisional)

the enhanced connectivity required to deliver a stronger economic performance and helping to create a virtuous circle where connectivity and growth go hand in hand.

The size of the international travel market to and from the North of England today is some 34.3 million air passengers (of the total 39.6 million up to October 2016), which is about a third of the size of the air travel market in London and the South East of England. For the North to punch above its weight economically, the size of the aviation market should be closer to 50% (rather than the current 30%) of the size of the market in the South East.

Under the transformational agenda, set out in the NPIER, we need to use connectivity to drive economic growth rather than simply to follow it. Businesses and visitors to/from the North require the same quality of direct connectivity as those in the South and in many cases (airports and ports), the capacity exists to deliver this growth.

Whilst the North acts as a global gateway for some passengers from outside the area, it still experiences a substantial loss of passengers to the South East, which largely reflects a lower availability of destinations to meet demand. Many visitors have to first enter the UK through the London airports, making it less likely that they will visit the North or limiting the time that they spend in the region. Of the 4 million business related air passengers, around 73% were able to use direct services from the region's airports with the remainder using the London airports or connecting at hubs overseas, particularly those seeking to reach global destinations beyond Europe. Using the London airports or overseas hubs, whilst valuable in terms of the breadth of global air connections offered, adds to the time and cost of doing business, both for companies based in the North and for those seeking to do business with the North. This increased cost of doing business is one of the factors which reduces productivity of regional businesses and makes it more difficult and expensive to trade globally, contributing to economic underperformance.

Overall, the role of shipping in international passenger connectivity is more limited, with relatively few business visitors using ferries and the numbers of inbound tourists also being small compared to the numbers travelling by air. In total, just under 2 million ferry passengers use the region's ports on short sea routes to/from the North, with a contribution of £0.2 billion of GVA in 2016.

The North's ports offer passenger options to both continental Europe and Irish markets, as well as long haul cruise options more globally. Some 1.5 million passengers were transported from the Tyne and Humber ports to the European continent, with key routes to Ijmuiden, Rotterdam, and Zeebrugge. Liverpool saw over 120,000 passengers use the port to make short sea trips to nearby Ireland and the Isle of Man. The majority of passengers arriving through the North's ports are travelling for leisure purposes, with onward journeys by either car, foot or public transport.

The cruise ship industry also makes a small but growing contribution. The two main cruise ports in the North of England are Liverpool and the Port of Tyne. Data from Cruise Europe suggests that between 2010 and 2014 the Tyne, Liverpool and Barrow have doubled the number of calls from 54 to 108 and the number of passengers from 74,000 to 113,000 between 2013 and 2014. The majority of Cruise passenger ship calls are described as Port of Call which is where passengers can embark and disembark a ship whilst it fuels and takes on supplies. There is an increasing number of turnaround calls in ports at both Ports of Tyne and Liverpool. These ports provide for cruise ships to change a full complement of passengers and the associated supplies required on board.

We believe strongly that if more of the region's international business and tourist trips can be made directly from the region's airports and ports, with access made easier, this will contribute towards the target improvement in productivity and GVA as set out in the NPIER. This improved international connectivity will make it easier for business and leisure passengers to access key capabilities and destinations across the North.

Figure 3: Total passengers per annum and % of airport/port UK totals
(Based on UK Civil Aviation Authority - figures for rolling year ending October 2016; and DfT Ports report 2015)

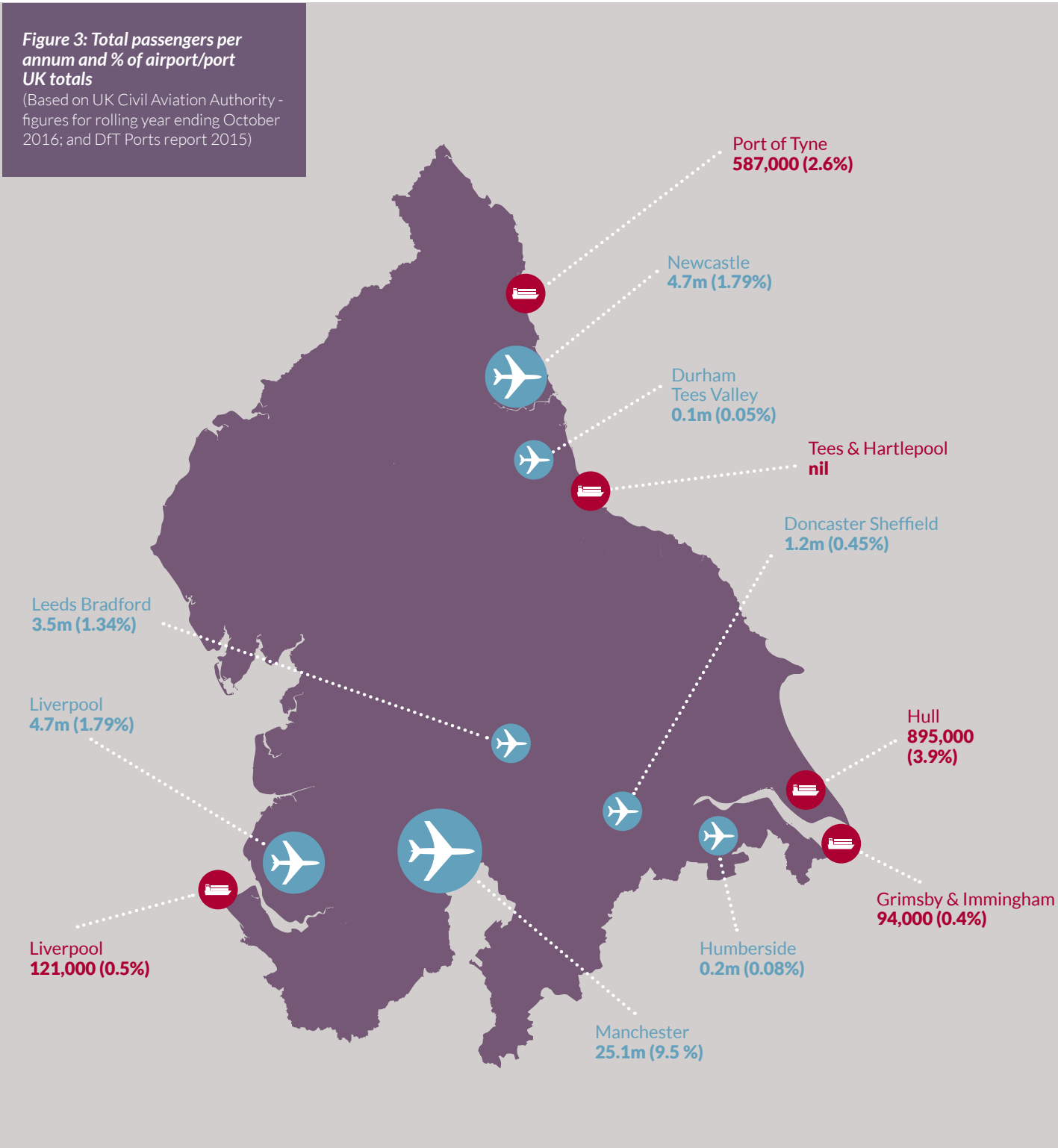
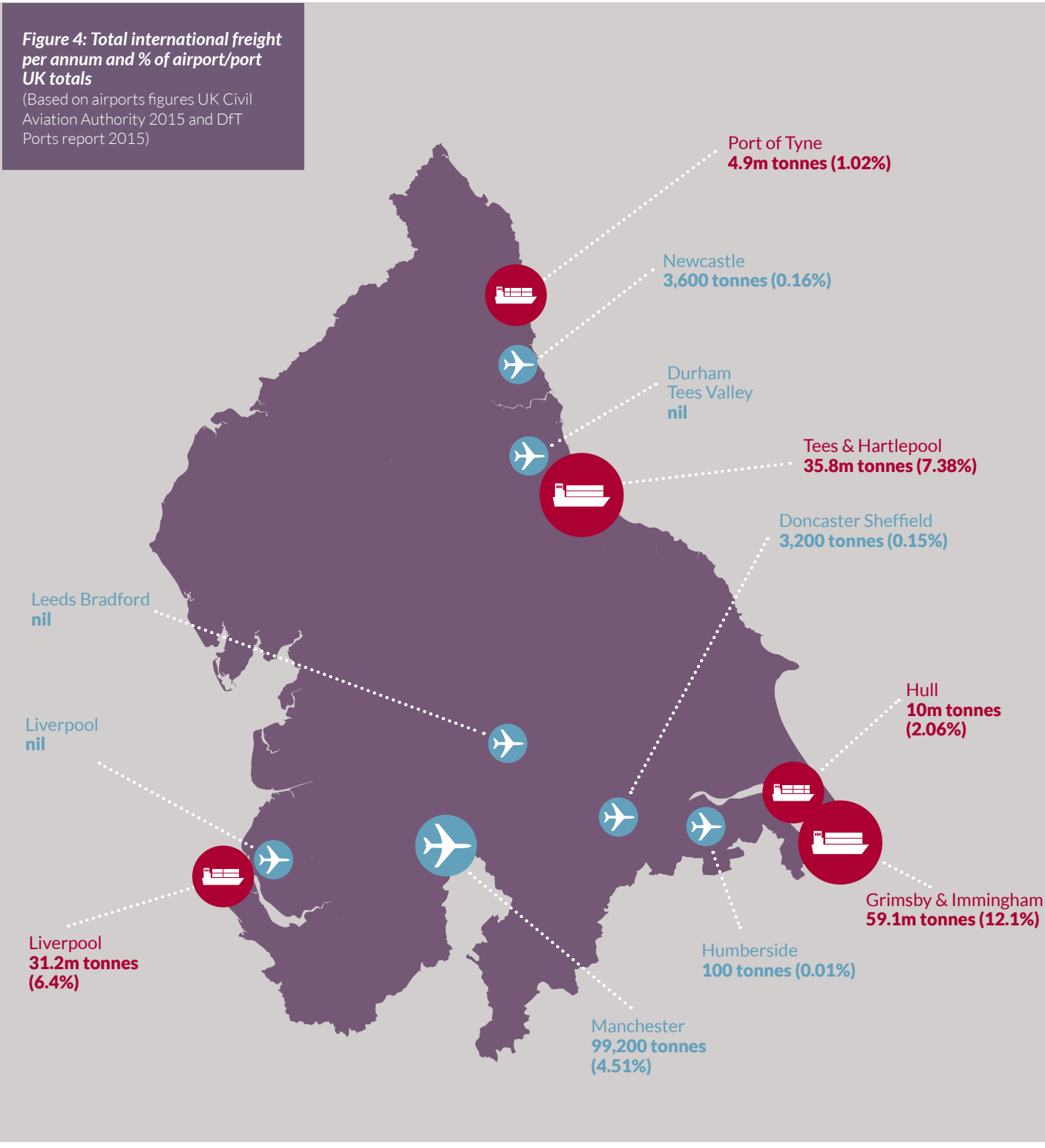


Figure 4: Total international freight per annum and % of airport/port UK totals
(Based on airports figures UK Civil Aviation Authority 2015 and DfT Ports report 2015)



International freight

Whilst shipping plays a relatively limited role in providing international connectivity for passengers in the North, it plays a much more significant role in providing the international connectivity required for the movement of goods.

At the UK level, approximately 33% of freight tonnage uses ports in the North, while just under 480 million tonnes of international freight move through the UK's seaports. In contrast to the heavy volumes of port goods, the volume of high value air freight makes up only a very small percentage of freight to/from the UK (around 2.3 million tonnes of freight). Of this tonnage, some 71% of air freight to/from the UK is flown in the bellyhold of passenger aircraft.

The North has the ability to increase its capacity to move goods. Additional rail freight path requirements were identified within the TfN Freight and Logistics Report[7] that are broadly in line with Network Rail assumptions from their Freight Market Studies.

However, it will be important for TfN to ensure that the proposals within their Strategic Transport Plan align to the type of transformational forecasting within the NPIER and that infrastructure investments are considered accordingly. TfN has commissioned research into how the carbon impact of moving freight is understood on road and sea routes. This will result in further analysis towards maximising the opportunity to move freight with a reduced carbon footprint. Additionally, short sea shipping routes will be explored to ensure imported and exported goods remain on land-based transport for as little time as possible.

Although carrying lower tonnage than the ports, air freight can be of significant economic value. At the global level, the International Air Transport Association (IATA) reports that air freight could account for around 35% of world trade by value, which demonstrates the vital role which air freight capability can have for industries reliant on transporting high value goods quickly around the globe. Time is the key factor for some goods,

[7] http://www.transportforthenorth.com/publications/

for example fresh food, as they can decay in longer transits. Air is also the main way of moving goods where quantities are small but the customer is willing to pay high prices for timely deliveries.

11% of air freight in the UK was customs cleared (in air freight distribution centres) at an airport in the North. However, only around 4% of air freight was flown from one of the North's airports, with the remainder being trucked to other airports such as Heathrow[8]. Of the 4%, 94% of that small proportion was flown from Manchester. This means that much of the air freight originating in or destined for the North was trucked mainly to airports in the South of England, contributing to the congestion on our roads.

Heathrow carries 65% of all air freight entirely on passenger aircraft. This reflects its dominance of long haul passenger flights, which provide most of the freight carrying capacity. Furthermore, the vast majority of dedicated freighter services operate through specialist facilities at East Midlands and Stansted airports. **A key issue for air freight is the extent to which freight is trucked from the North to be consolidated into viable loads at Heathrow, which is the main centre of freight consolidation in the UK. Increasing the opportunity for air freight in the North would reduce the need to truck goods across the UK and the potential for congestion on North - South motorways.**

There is capability across the North for increased long haul bellyhold freight and airports such as Manchester and Doncaster Sheffield are capable of supporting large freight specific carriers such as the Antonov 225. Freight can be trucked to airports in the North for carriage by air where this offers the cheapest air freight rates. Other than for highly urgent consignments, using integrators such as DHL, UPS or Fedex with hubs at East Midlands and Stansted airports, the relative cost of road transport means that goods are often transported substantial distances by road in order to ensure end to end delivery for the shipper at the lowest possible price.

There are two reasons why most air freight, including that originating in or destined for the North, is flown from Heathrow:

- the scale of the freight market to and from the South East means that it is possible to consolidate larger loads resulting in lower freight rates per tonne; and
- the sheer scale of bellyhold capacity available on the wide range of long haul services means that freight rates are, in the main, cheaper than can be achieved directly from the airports in the North.

This highlights the relationship between the support for passenger services in the North and improved access for air freight, particularly the importance of securing more direct long haul passenger services, with bellyhold capacity for freight. This will increase the ability to see more of the high value, time-sensitive air freight goods shipped to/from the North, enabling businesses in the North to secure the same advantages in terms of speed of goods transport as those in the South.

[8] Some 153,000 tonnes of air freight were cleared at Northern airports, but only 99,000 tonnes were actually flown in and out of Northern airports. At the same time, only 868,000 tonnes of air freight were cleared at Heathrow Airport, while 1.50 million tonnes were flown in and out of the airport.

3. How does international connectivity support transformational economic growth?

We are clear that improving international connectivity is essential in delivering this transformational and global economic performance. For example, improvements to airport international connectivity can contribute 4% of the required £97 billion increase in economic performance to deliver the transformational scenario, when compared to 'business as usual'. This implies that steps will need to be taken to improve the level of international connectivity over and above that which would be delivered by the market alone. In other words, improved connectivity will need to lead economic change rather than simply reacting to the market in terms of delivering new connections. This point is critical to our overall findings and recommendations to TfN.

Achieving the NPIER's transformational growth requires the North to move forward on a number of fronts, particularly:

- supporting the North's highly productive, internationally regarded assets, such as the four prime and three enabling capabilities identified by the NPIER, comprising advanced manufacturing, energy, health innovation and digital, financial and professional services, logistics and education respectively;
- enabling the supply chain in the North to support these assets;
- encouraging agglomeration with faster connections within key areas of employment;
- improvements in both productivity and a higher employment rate;
- improving the North's position in the global market place through profile raising activity; and
- leveraging the benefits of a higher income population into private and public services.

Improving international connectivity can make a substantial contribution to increasing productivity and supporting effective agglomeration through global proximity. This is particularly important to the North where a set of global capabilities has been identified to drive economic growth. Many of the sectors that will drive growth have a higher dependency on international connectivity and travel than more traditional sectors. International collaborative research and development, led by our universities, will also be critical to securing economic transformation.

The Independent Commission believe that transformation will not be achieved by simply continuing to trade with our traditional partners and markets. A key issue for the North is how to secure innovation and open up new markets, as well as attracting new sources of foreign direct investment FDI. Particularly in the context of Brexit, achieving transformational growth will require businesses to maintain important links to traditional core partners in Europe and North America, but also be able and willing to trade with more distant markets which are forecasted to see growth in trade, FDI and business travel. The Government's Northern Powerhouse Strategy set out the potential of the Northern Powerhouse, stating that *"The Northern Powerhouse will provide fresh opportunities to drive improvements in connectivity and skills throughout the region and strengthen the cross-border economy"*. By increasing the North's international connectivity, we can boost entrepreneurship and encourage businesses and knowledge intensive sectors to enter new markets which are easier to reach.

Both airports and ports in the North support strong trade links with foreign investors across the globe. In light of Brexit, TfN should support clear messages around the global capability of the North's trade links to use as the shop window for the North on the international stage.

New inbound tourism markets will also need to be opened up. Creating the conditions for this to happen will require the cost and ease of global travel to be reduced, particularly to key emerging markets such as China and the Far East, Central Asia, Latin America and Africa. This means that the direct international connectivity offer needs a step change to drive the transformation the Northern economy requires.

Aviation and shipping can play their part in improving the supply chain flow of goods to/from the region and contribute to broader transformational growth for example, freeing road and rail capacity for other users such as commuters and leisure users by reducing the congestion caused by transported goods.

The North will need to do business on a global scale, including trade, inward and outward investment, to deliver transformational growth. Improving international connectivity will be vital to achieving that goal.

4. Development of international connectivity

We are clear that both airports and ports play a key role in the strategic context of international connectivity to the North. Looking at the volume of international travel that will need to be facilitated if transformational growth is to be achieved, the number of international air passengers travelling to/from the North will need to be some 12 million a year higher by 2050 than it is forecast to deliver on the current economic trajectory, reaching a total of 75 million passengers per annum by 2050, which equates to more than double today's numbers. The size of the market would be similar to that in the South East of England today.

Achieving the targeted transformational growth will require the economic contribution of international connectivity to grow and air connectivity to become more important in future than it is today, reaching £13 billion or 2.1% of GVA. Around £4 billion of the additional transformational growth in annual GVA required would be at risk if we do not deliver improved international connectivity.

This ambitious but critical aspiration for transformational economic growth can only be achieved by making it easier and quicker for passengers and freight to travel to and from the North. This will mean increasing the number of destinations which can be reached directly from one of the region's airports and improving surface access to the key ports and airports. This will ensure that the capacity of the North's international connections is exploited for the benefit of the wider economy.

Importantly, within this growth, diversifying our markets will not only include traditional trading partners in Europe and the USA. It is vital that the North accesses wider global markets such as China, the Indian sub-continent and Latin America by connecting directly with them, which will require a step change in availability in long haul air passenger travel. By 2050, long haul travel is expected to make up 36% of the total air travel market to/from the North compared to 25% today, which would be of equivalent economic significance for the North as the economic uplift that the third runway at Heathrow will deliver[9]. This change in the focus of the market has been given greater emphasis by the imperative to adapt to changes in international markets post-Brexit and embrace opportunities to deliver the transformational economic scenario.

[9] Based on 2015 CAA data

Delivering the required improvement to connectivity, in terms of lower journey times and costs, will require a substantial increase in the proportion of the long haul market able to fly directly from the North's airports; as well as improved efficiency of access to its ports. The change required is significant, moving from today's 50% of the long haul passenger market using airports in the North, to 90% of a larger market using them by 2050.

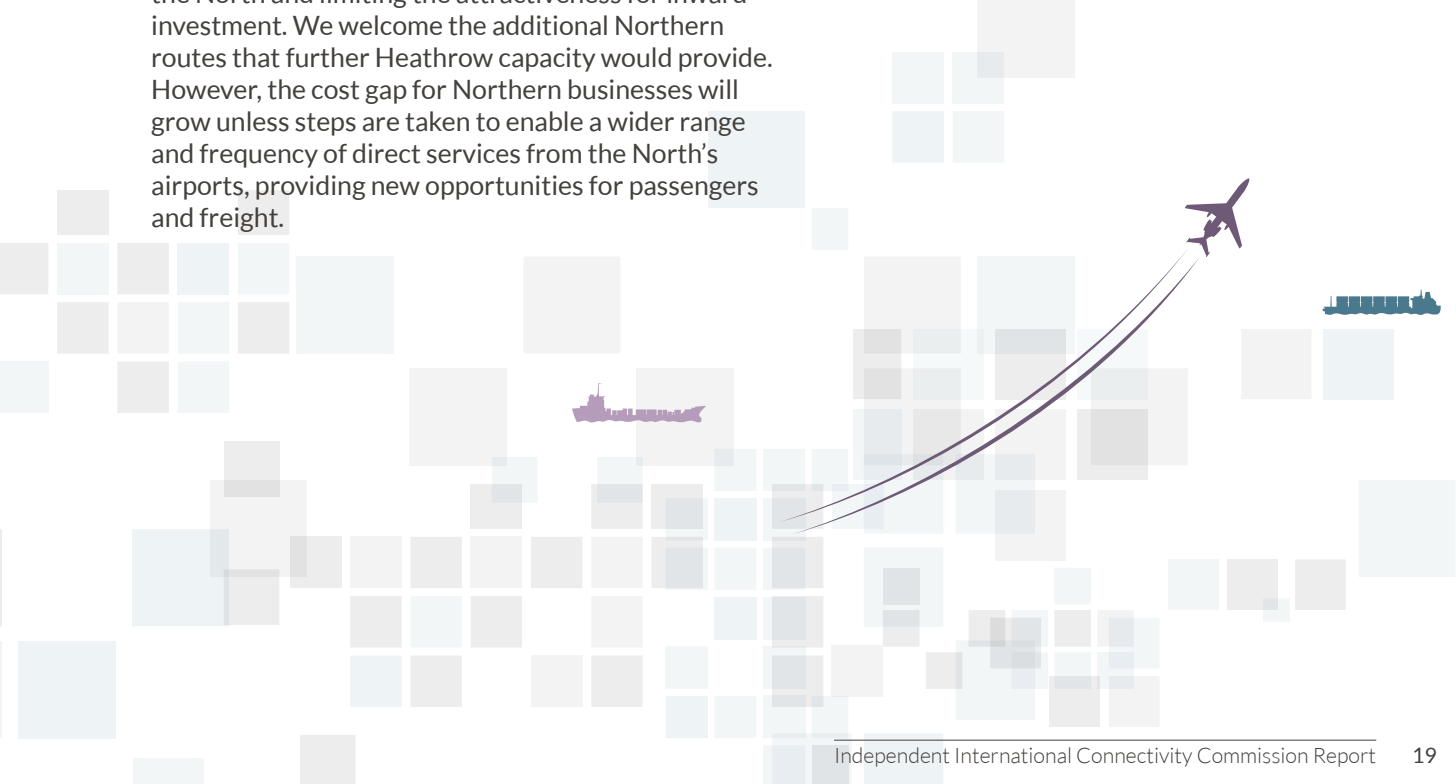
Improved connectivity as a driver of trade and productivity – cost of doing business

Why does improved connectivity matter?
The current level of connections facilitates 'business and usual', but the lack of quality connections to many countries acts as a deterrent to the opening up of new markets. Improving the connectivity of both ports and airports will deliver growth and productivity benefits as part of a transformed transport network.

Despite there being available capacity at the North's airports, the reliance on the London airports and hub connections increases the cost of travel and impacts on productivity for businesses in the region compared to those in the South of England. The relative disparity of trading and investment costs between the North and the South becomes a larger gap, impacting productivity and competitiveness for businesses in the North and limiting the attractiveness for inward investment. We welcome the additional Northern routes that further Heathrow capacity would provide. However, the cost gap for Northern businesses will grow unless steps are taken to enable a wider range and frequency of direct services from the North's airports, providing new opportunities for passengers and freight.

The use of hub airports to connect to global flights will continue to play a key role where the demand from the North to travel to certain destinations is too small to support direct connections or where a flight via a hub offers the quickest and cheapest option. A key priority is to increase the range and frequency of destinations served directly from the main airports across the North over time in order to reduce the travel time and costs for the region's businesses.

In a commercially led market, such as air transport, airlines typically respond to markets when deciding whether to initiate new routes or increase the frequency of service, responding to demand that already exists rather than using flights to stimulate demand. Increasing levels of demand, or making larger pools of demand available to the North's airports through improved surface access, would result in airlines being more willing to initiate new routes and increase frequencies on existing routes. This is inherently the same for ports. Securing improved connectivity as a driver for economic growth will require the conditions to be created which effectively extend the market or lower the costs to an airline or port of operating, making more routes and higher frequencies of service viable. Improving access to airports and ports is a key tool towards achieving this and will have the benefit of also ensuring that more of the North is within easy access to the main airports and able to benefit from their proximity, allowing greater FDI and increasing trading opportunities.



Airports and Sea Ports as Economic Clusters

Over and above their role in providing vital connectivity, airports and ports are important economic clusters, delivering local jobs and GVA outside of their wider connectivity impact. Our airports provide over 30,000 full-time equivalent jobs, including air crew and aviation support activities on-site. The GVA value of this employment is of the order of £1.33 billion, reflecting the relatively higher value of aviation related jobs. The number of jobs supported and value added across the region as a whole is more than double when the aviation supply chain is taken into account. This is a significant contribution in its own right. This also doesn't include the much wider employment benefits that happen around airports as a result of the clustering effect.

Realising the connectivity potential of our airports will see passenger numbers grow considerably – around 2½ times by 2050 with transformational economic growth. Employment at the airports is likely to double, with an equivalent increase in GVA, which in itself will make a contribution towards achieving transformational economic growth.

By acting as regional growth magnets, airports can use land around their core facilities to support the attraction of other activities which value proximity to an airport or seek to benefit from the high quality surface access links. Examples of this include the development of 'Airport City' at Manchester, which offers 5 million square feet of business, manufacturing and logistic facilities to attract global inward investment; and Great Yorkshire Way in the Sheffield City Region, which includes the airport, specialist manufacturing and aviation businesses, as well as logistical hubs such as Amazon UK.

Airports have the potential to position themselves as linchpins for a wider economic hubs, supporting the attraction of FDI. This may be through focusing on activities related to the core business, such as logistics or aircraft maintenance, or may be through more general business park activities, allowing companies to benefit from locating immediately adjacent to an airport. These clusters can add significant economic value locally. Income from such developments can help airports enhance their facilities and services to assist in delivering core growth in connectivity. This is

typically acknowledged locally through the planning system, for example by granting approval for the use of land adjacent to airports for a broad range of economic uses, to ensure that the benefits can be realised.

The TfN Freight and Logistics Report was published in September 2016. It was the first time that a pan-northern view was taken of the Freight and Logistics Sector. TfN is now working on a more detailed programme of work to begin to distil key strategic opportunities for investment that will support the growth of the economy as outlined in the NPIER. This investment will be delivered by both the public and private sectors both separately and in partnership.

The opportunity for clustering activity around sea ports in the North and the agglomeration benefits this generates are important. The Humber has generated a wealth of knowledge within Offshore Wind Power Generation and food processing – both of which developed due to proximity to ports. Teesport has a logistical hub for the North East of England Process Industry Cluster. There are many specialist industries operating in the cluster including refining, petrochemicals, speciality and fine chemicals, plastics, biotechnology and pharmaceuticals. The Port of Tyne is the second largest car port in the UK, supported by Nissan investments in the automotive industry. The warehousing that has developed along the M62 is a direct result of investment in Liverpool Port alongside the growth in fulfilment activity following the ever increasing consumer demand for same and next day delivery.

Port connectivity gives the North a truly global reach for goods and materials. TfN has commissioned further work to truly understand the reach of this opportunity. The Independent Commission has recommended that TfN further develop its understanding of future growth and demand forecasts for ports.

5. Delivering global connectivity

How can this uplift in global connectivity best be achieved?
The increased global connectivity required will need to be provided by a range of improvements, including greater connectivity to all Northern airports and ports as global gateways to create economic clusters around airports and ports; and the exploitation of the shipping and freight potential of the North.

Realising the full potential of Northern Airports as Gateways

Of the total passengers in the North currently, around 50% of long haul passengers to/from the North travel via the London airports or other European hubs to reach their destinations. This simply adds to travel time and costs and reduces business productivity and makes the North a less competitive region than competitors such as Catalonia and Bavaria, where the main regional airports have developed a greater range of global connections, underpinned by airline hubs.

As set out by the The 'One Agenda, One Economy, One North' Report, achieving transformational growth across the full Northern Powerhouse geographical area requires us to exploit the potential for improved international connectivity across all of our international airports. Delivering improved connectivity is potentially a significant lever to entrepreneurship, supporting business and driving the visitor economy.

Manchester as a Global Air Gateway

Manchester handles the highest volume of passengers (25.1m per year) and air freight (103,000 tonnes per year) in the North, with it offering a 94% share of direct long haul passengers (i.e. those not using Heathrow or European hubs) travelling to/from the North today. Manchester has potential to significantly drive the aggregate level of improved global connectivity, through both new route options and better access to existing long haul routes.

Manchester currently serves an area with the highest levels of international demand in the North. The North West has a higher propensity to fly both for business and leisure purposes than much of the rest of the North. By this, we mean the general economics of the demographic result from a higher demand for international travel. Some 27% of international business related air travel originates in or is destined for Greater Manchester today (23% of all international demand, including leisure passengers). Overall, Manchester Airport's immediate catchment area (Greater Manchester; Cheshire and Warrington) accounts for 40% of business related air travel demand across the whole of the North.

A key aim should be to deepen these international links and spread the area of influence more widely through improving surface connectivity to this key global gateway. Improving surface connectivity will allow more access to existing long haul routes and increase demand for both business and leisure connections to this gateway. In turn, a denser demand base would enable airlines to operate routes at higher frequencies of service to facilitate critical day return trips to European cities. Hence, supporting Manchester to grow its route network and expand its frequency of service will be an important part of the international connectivity proposition for the North as a whole.

Manchester Airport international connectivity

By 2050, Manchester will need to provide a route network to a much wider range of global destinations and carry a similar number of local passengers (excluding connecting passengers) to long haul destinations as Heathrow does today to provide the underpinning support to economic transformation.

Through its analysis and stakeholder engagement, the Commission assessed what new routes from each airport could be delivered to provide the global connectivity required to support economic transformation. Figure 5 sets out the potential new and existing long haul routes (both business and leisure) we would look for Manchester to have regular services to by 2050, under the transformational scenario, provided that we are able to create the conditions to attract the airlines to put on new services, primarily through improved surface access links. Manchester provides significant direct connections at present (i.e. the second highest frequency flights between Europe and the Middle East), and we would expect the reliance on other long haul hubs to lessen over time, as more direct routes become available. Other long haul connections from Manchester, such as Denver, Dallas, Seoul, Durban, Lagos and Sao Paulo may be served at a lower frequency also.

We also expect additional connections to Europe which are not mapped on Figure 5.

This will improve the quality and efficiency of access to the North, reducing the costs and time constraints to business, as well as access for the local population, visitors and freight. We would expect an expansion of the European network in parallel, notwithstanding the emphasis on global growth.

Figure 5: Map to show high frequency long haul international connections (5 per week minimum) through new and existing routes to/ from Manchester Airport under the transformational scenario by 2050

Manchester								
Abu Dhabi	Beirut	Chicago	Guangzhou	Johannesburg	Manila	Muscat	San Francisco	Tokyo
Atlanta	Boston	Colombo	Hong Kong	Kuala Lumpur	Mauritius	New York	Shanghai	Toronto
Auckland	Calgary	Delhi	Houston	Lahore	Melbourne	Philadelphia	Singapore	Vancouver
Bangkok	Cape Town	Doha	Islamabad	Las Vegas	Miami	Rio De Janeiro	Sydney	Washington DC
Beijing	Charlotte	Dubai	Jeddah	Los Angeles	Mumbai	Riyadh	Tel Aviv	

Achieving this will require Manchester's catchment area to be extended to bring more areas to within two hours' travel time of the airport, largely through improved strategic surface access links. These include Northern Powerhouse Rail; significant road journey time improvements between Manchester, Sheffield and Leeds; and links to HS2 and the West Coast Mainline. This will reduce surface access times by 30 minutes or more across the North, increasing demand within the current catchment area, and so making it viable and attractive to the airlines to operate a broader range of routes.

This will also widen Manchester Airport's catchment area, cementing the role which the airport plays in providing global connectivity to a wider region and ensuring that the benefits of being close to a major global gateway airport are shared more widely across the North, enabling more of the region to benefit from the global connectivity which Manchester offers.

Increasing and improving ground transport links will allow Manchester to significantly improve its long haul route network, increasing global connections to China, the Far East, the Indian sub-continent, Latin America as well as the USA and Canada.

Enhancing connectivity starts **on the ground**

Newcastle Airport international connectivity

Newcastle: a key part of the North's connectivity offer

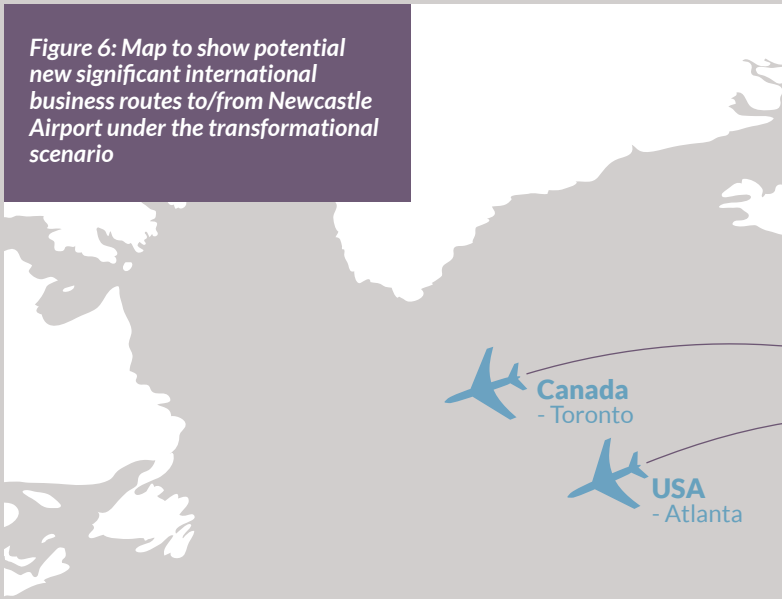
Given the distance of the North East to other Northern airports, even with surface access improvements, journey times of over two hours and passenger leakage from the North to airports in Scotland and the South of England are likely. Newcastle Airport, with its distinct catchment area therefore has a particularly important role within the North's wider offer in providing international connectivity for businesses/entrepreneurs based in the North-East, Cumbria and Southern Scotland, as well as for potential inward investors and inbound visitors/outbound tourists.

Newcastle already provides global access via Dubai and has previously had a service to New York.

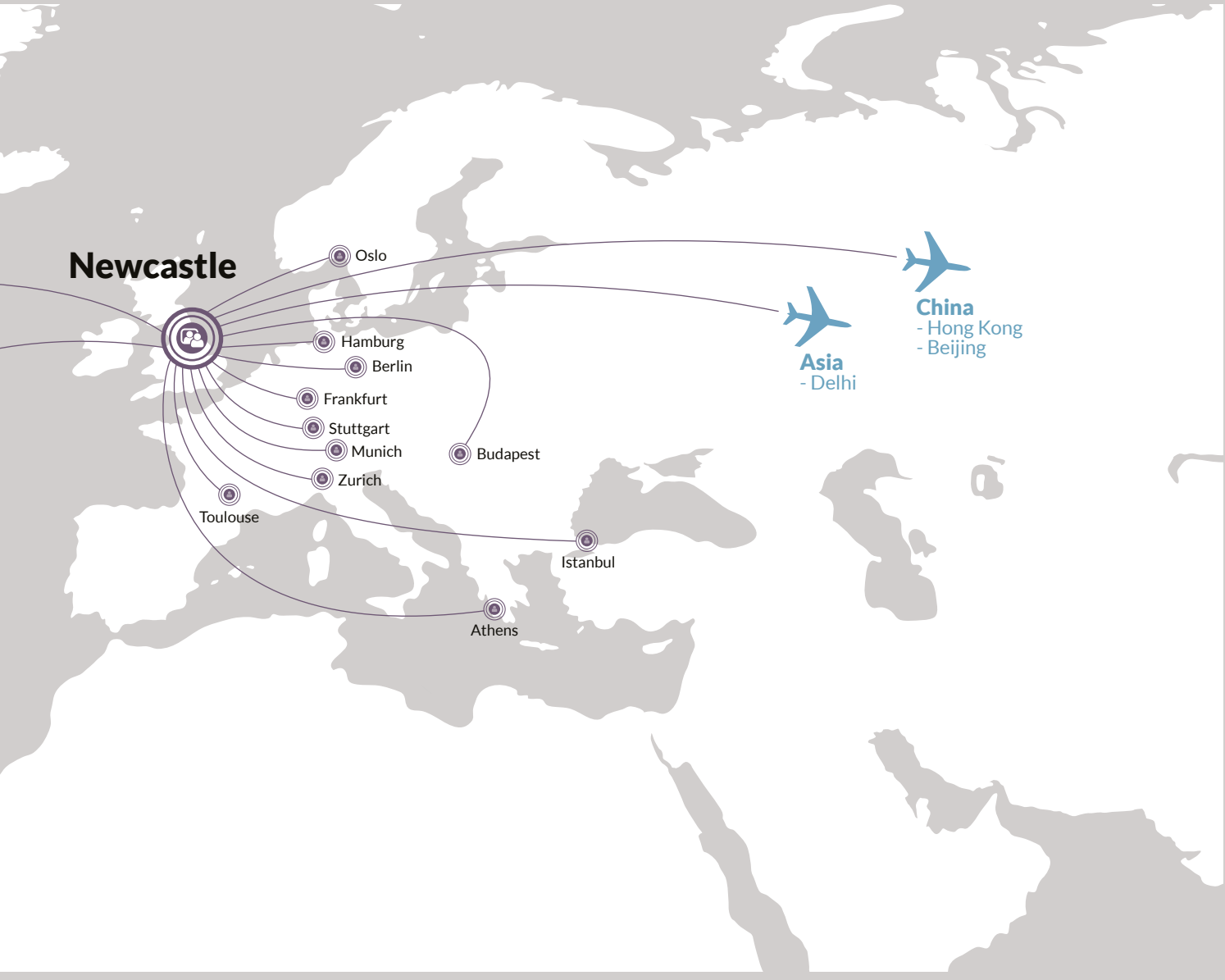
We would expect Newcastle to expand its European and global network, with the potential to add services to destinations such as those shown on the map over the period to 2050, as well as expanding its range of leisure routes. Figure 6 sets out new significant international business routes we would look for Newcastle to have regular services to, by 2050, under the transformational scenario. For an area such as the North East, hub connections like Heathrow are also likely to remain important to provide a broader range of international connectivity without lengthy surface access journeys.

To achieve this growth Newcastle will need improvements to the A696 and associated junctions that connect it to the A1, regional rail access with an improved interchange at Newcastle Central Station and improvements to the existing Metro network and its rolling stock.

Figure 6: Map to show potential new significant international business routes to/from Newcastle Airport under the transformational scenario



Newcastle		
Athens	Atlanta	Beijing
Berlin	Budapest	Delhi
Frankfurt	Hamburg	Hong Kong
Istanbul	Munich	Oslo
Stuttgart	Toronto	Toulouse
Zurich		


Newcastle
Oslo
Hamburg
Berlin
Frankfurt
Stuttgart
Munich
Zurich
Toulouse
Budapest
Istanbul
Athens
China
- Hong Kong
- Beijing
Asia
- Delhi

Pan-Northern airports' international connectivity

Doncaster Sheffield		Leeds Bradford		Liverpool	
Barcelona	Dusseldorf	Athens	Knock	Abu Dhabi or Dubai	Milan
Brussels	Frankfurt	Berlin	Madrid	Basel	Munich
Budapest	Geneva	Brussels	Milan	Brussels	New York
Copenhagen	Leipzig	Chicago	New York	Budapest	Oslo
Delhi or Mumbai	Munich	Copenhagen	Oslo	Copenhagen	Philadelphia or Boston
Dubai or Abu Dhabi	Nice	Cork	Stockholm	Dusseldorf	Rome
Dublin	Prague	Dubai	Shannon	Frankfurt	Stockholm
		Frankfurt	Vienna	Helsinki	Toronto
		Istanbul	Warsaw	Istanbul	
		Hong Kong	Zurich		
		Keflavik			

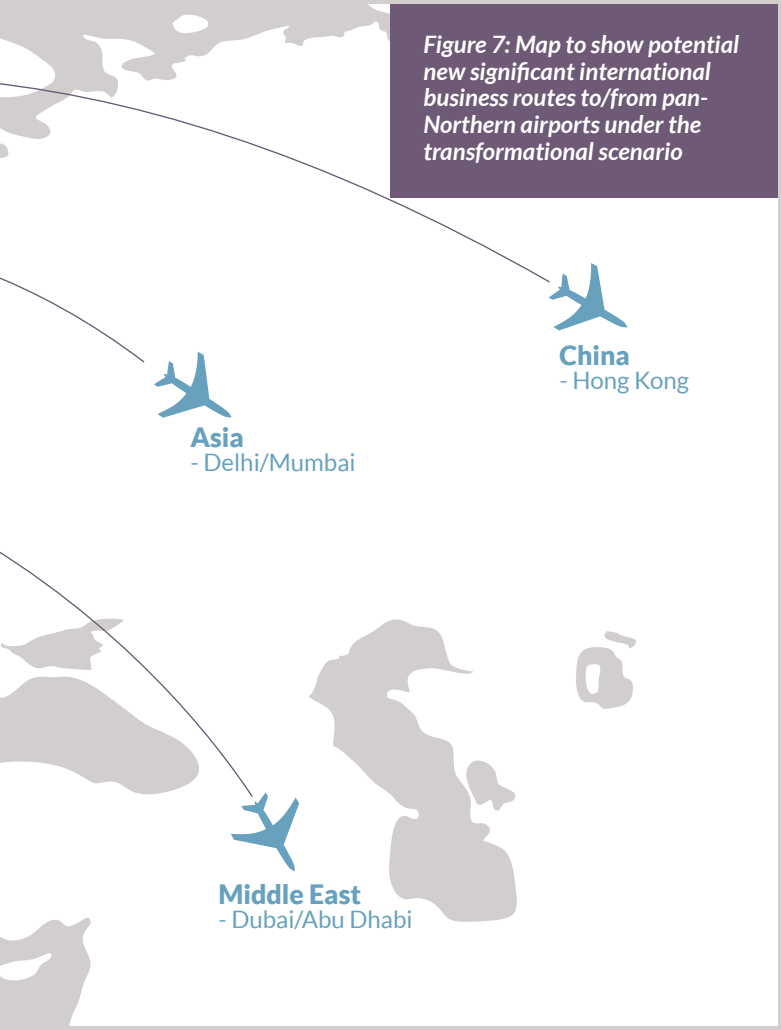


Figure 7: Map to show potential new significant international business routes to/from pan-Northern airports under the transformational scenario

Regional airports delivering vital connectivity

Having easy access to airports regionally is important for businesses across the North, enabling them to trade more easily and open up new markets. Enabling the main airports in the North to develop their route networks is important alongside facilitating the expansion of global connectivity which Manchester and, to a lesser extent, Newcastle can offer. Whilst the catchment areas of the pan-Northern airports overlap to a greater or lesser degree with Manchester's, the local connectivity that they can bring is highly valued at a more local level.

[10] Subject to completion of works to its runway.

Hence, there is a particular role for the airports in serving their local city regions, in relation to providing enhanced international connectivity focusing on the needs of their local areas, particularly in allowing day return business trips to key European cities, as well as a broader function to act as growth nodes as part of LEP level strategic growth priorities.

The airports at Leeds Bradford, Liverpool and Doncaster Sheffield also have potential to develop some long haul connections, principally to hubs in the USA and Middle East, over the period to 2050. Competition between these airports and catchment area overlap may mean that not all of the routes are realised at all of the airports but this will be a market-led response. These airports have the potential to gain key routes to enhance the range and frequency of connections to leisure destinations. In this way, they can support connectivity for both business and the visitor economy.

These airports will also need improvements to their surface access, not least to ensure that they remain competitive within their local catchment areas. Liverpool seeks improved rail connections via Liverpool South Parkway, with a direct rail link a longer term prospect. An eastern link road is also required to provide improved access to the M62. For Leeds Bradford, the priority is the development of a parkway station on the Leeds to Harrogate line and improved road connections to the Leeds ring road. Road access to Doncaster Sheffield has been substantially improved through the Great Yorkshire Way link. As growth opportunities develop, a direct rail connection would be beneficial to stimulate this potential.

Figure 7 sets out the new significant international business routes we would look for these airports to have by 2050, under the transformational scenario. We would not expect all routes to be served from all airports but they indicate the range of additional destinations which might be served from at least one of the airports.

Further to the key international airports in the North, local airports such as Durham Tees Valley, Humberside and Carlisle[10] could potentially develop some leisure-focused services. The services offered by these airports are valued locally and activity at the airports can deliver local employment benefits.

Air freight

A key message emerging from TfN's work on freight and logistics is the importance of making freight movements more efficient across the North. Data regarding air freight leakage from the North is currently limited and TfN should further develop its understanding of air freight connections in order to identify opportunities for efficiency improvements.

First of all, securing more bellyhold capacity through the development of the long haul route networks at the North's airports, as discussed earlier, is important to ensure that more of the air freight originating in or destined for the North can be flown to/from the region's airports. In turn, the availability of more cargo to be flown from the North, drawing on the exploitation of the core economic capabilities identified by the NPIER, would enhance the viability of these global air services so ensuring that more routes are operated and at a higher frequency. However, benefits arising for air freight are likely to be a by-product of new services, with airline decision making remaining driven by passenger potential.

Further work should be completed to understand the regulatory environment for air freight, which dictates operators' requirements for night flights to transport goods. Any development to expand dedicated freight capabilities will require interaction with the wider community and regulators to ensure full sustainability and agreement of opportunities.

The development of logistics hubs in the North, as outlined in the Freight and Logistics Report, would also contribute to improving efficiency and minimising the leakage of freight to ports and airports in the South by encouraging consolidation within the region.

Exploiting the international connectivity potential of ports for shipping and freight

The Northern ports contribute nearly 20% of the GVA from freight and logistics in the UK. The estimated GVA added by the operation of sea ports, including their supply chain and induced impacts through the economy, is around £4.4 billion[11]. There are high value industries making significant contributions in manufacturing, wholesale and retail which depend on international freight and logistics.

Northern ports benefit from good connectivity to the rest of the world utilising short sea shipping routes and maximising the reach of the North. For example, the opening of the major development at Liverpool 2 grows the port's ability to handle 97% of the world's shipping. There is strong international connectivity with the North's Eastern ports specialising in short sea shipping routes into Europe. There is also strong growth in roll on roll-off (RORO) activity. This opens up markets to the North, which in turn presents a challenge to match the road and rail infrastructure to utilise the opportunity.

In September 2016 Peel Ports, ABP Humber, Tees Port and Port of Tyne signed a memorandum of understanding to the Northern Ports Association. This body has committed to working together for better East-West connectivity across the Pennines to enhance freight connectivity from the key ports in the North.

The North has the largest deep water port opportunity yet to be developed at the ABLE site on the River Humber. Already, the Port of Grimsby is growing new industries in off-shore wind operations and maintenance, generating more employment opportunities in the North. The Port of Tyne serves the car industry as the second largest car port in the UK, which supports a strong automotive industry.

[11] Oxford Economics May 2015.

Biomass represents a significant market for the Northern ports, with Port of Tyne, Liverpool and Immingham handling large volumes to support Drax, which generates 8% of the UK's electricity. Teesport's Process Industry Cluster requires large quantities of bulk cargo. This equates to around 70% of the cargo used in the port, due to the specialised nature of the industries and the large bulk materials that are required. Liverpool 2 has recently seen significant private sector-led investment in the container terminals. The port used to be able to handle just over 3% of the world's ships due to constraints in handling ship sizes. It can now handle up to 97%.

To see the Northern ports' opportunities maximised, there needs to be strong connectivity to and from them via the strategic road network. This is achievable in many cases, but the 'last mile' into the port often suffers from congestion, resulting in infrastructure improvements being needed – such as Hull and Castle Street. This last mile of freight journey often dictates whether the cargo will meet its interchange with another mode of transport, thus affecting the efficient running of the port operation.

The Northern and Southern ports (accessed by the English Channel) handled the same proportion of tonnage in 2015 (33% each). A key aim of Northern ports is to see the development of an east-west 'supercorridor', making the North a linchpin for the movement of freight from North America to/ from Europe. This will require TfN to add value by working to improve the infrastructure surrounding the Northern ports themselves and to ensure they are fully connected to the strategic transpennine road and rail links. There are opportunities for the development of a chain of multi-modal logistics parks adding value to the distribution chain. In this way, connectivity for freight will be leveraged to add significant value to the Northern economy.

6. The visitor economy

At least 11% of overseas visitors to the North enter through an airport outside of the region and Northern ports currently handle only 6% of all UK ferry passengers. Improved connectivity would allow more tourists to travel directly to the North, increasing the likelihood of them spending more time in the region.

The strength of the tourist offer in the North with five national parks, five core cities, major historic towns and centres and major sporting venues, means that, with improved connectivity, the number of tourist visits could be greatly increased. New routes that support the needs of business can also generate new opportunities for inbound tourism.

This will require investment in the tourism industry, particularly in terms of the development of easy and accessible transport connections to enable visitors arriving at one of the Northern gateways to access attractions across the region. In this way, the benefits of improved international connectivity can be leveraged into the tourism sector. It will also require stronger promotional activities to distinguish the offer in the North of England from the London centric UK offer. Examples of promotional activities underway include the collaboration of the Northern Destination Marketing Organisations, supported by Discover England, to develop a joint offer.

In turn, increased tourist flows will help to improve the viability of the new air and sea route opportunities by increasing demand for inbound visits, helping to create a virtuous circle of growth to support the achievement of economic transformation. The importance of tourism as a quality of life indicator is high on the NPIER agenda and tourism itself is a significant contributor to GVA growth. An important theme is the linkage between a vibrant tourism sector and the attractiveness of the region as a place to live and work.

7. Sustainability and quality of life

For most of this report, we have focused on international connectivity for passengers and freight as a means of improving the prospects for businesses based in the North, enabling them to exploit new markets driven by the region's core capabilities and to deliver improved productivity and growth. This is the most significant economic contribution made by international connectivity. But by transforming economic performance, more people will also experience the high quality built and environmental assets of the North.

Improving international connectivity in the Northern Powerhouse also plays an important role in the quality of life in the region, making a more attractive place to live and work through ensuring that residents have the ability to travel easily and conveniently. The results of increased international connectivity are not restricted solely to the North, they are symbiotic with national developments and its benefits will be felt across the UK.

Reducing road and rail congestion

Improving the international connectivity offered by the region's ports and airports will help to reduce long surface access journeys to use facilities located in the South of England, thereby reducing congestion on the road and rail network. In 2014, there were 2 million air passenger journeys made to the London airports for which travellers use surface transport from the North. Enabling more services to be offered from the North's airports would reduce the necessity for these journeys and relieve the environmental and social impacts of concentrating national international connectivity and the necessary ground infrastructure in Southern England.

Attracting and retaining labour

A key issue for achieving transformational growth is delivering improved productivity. Although we have focused on improved international connectivity as a means of encouraging business and trade growth in the North, improved connectivity helps to attract and retain skilled labour in the region. This will in turn increase prosperity in the North, adding to the transformational growth required, as well as also having a positive impact on broader national and local demands such as tax and the social welfare system.

Our educational institutions have an important role to play in developing a pool of skilled labour and our universities, in particular, are highly dependent on the flow of overseas students, for whom international connectivity is key. Of particular importance are links to home for skilled migrant workers as well as the opportunities for leisure travel as a contributor to quality of life and productivity in helping to ensure that the North is an attractive place to live and work.

Improving the international connectivity offer will enable businesses in the North to attract skilled workers from across a broader pool of talent. The new air routes and services which we envisage will add greatly to the ability to travel for the North's citizens, as well as those travelling from other parts of the UK and internationally.

8. Recommendations

Airports and ports in the UK, as well as the provision of air and sea services, are largely run by the private sector, so, to a large extent, improved international connectivity is for the private sector to deliver on commercial terms. Our airports and ports have latent capacity which can be exploited to the benefit of the economy as a whole and we would expect their owners to respond to growth by further investment in core facilities.

The Commission sees it very much as the role of the private sector to deliver improved capacity at our airports and ports, and for airlines and shipping lines to deliver the required improvements in international connectivity. The role for the public sector is in creating the market conditions which allow these improvements to be delivered. This is particularly so given that achieving transformational economic growth will require connectivity to lead rather than follow growth in the demand for travel, at least to a greater extent than today. The Commission recognises that this will not be delivered without pulling on all the levers for growth, including improved connectivity.

The role for the public sector is to work with the private sector, particularly to ensure that the right surface access is in place and the conditions for the industry to thrive and deliver the required growth are created. The Commission believes that, if implemented, the recommendations in this report will create the necessary platform for the private sector to deliver and enable the North to leverage the economic benefit from improved international connections.

Examples of infrastructure developments delivered in this manner include upgrades to the Tees Valley - Darlington rail line through partnership of PD Ports and national and local Government. Other infrastructure expected to be delivered by 2017 through private and public support include the construction of the second River Mersey crossing; the Manchester Airport relief road; and the new Wear Bridge and approach roads as part of the Sunderland Strategic Corridor.

Figure 8: Diagram to indicate the recommended interventions and their affect on capacity supply and demand

Delivering improved international air connectivity and the sustainability of this improvement requires a large reduction in the real cost and time[12] of using the North's airports compared to the alternatives; by up to 31% for long haul passengers travelling globally and by up to 16% for passengers travelling to Europe compared to today. In the first instance, improved surface access will reduce journey times so extending the size of the catchment area market which each airport can serve which therefore makes more services viable. In turn, this will lower the cost of travelling to/from the North and contribute to productivity growth, so reducing dependence on the London airports and the southern ports.

The same fundamental drivers apply to the port sector and to international freight transport. We believe the North's aim for global connectivity should be to create a virtuous circle whereby airlines and ship operators are attracted to operate new services and higher frequencies of service, leading to lower air fares and reduced overall journey times. The aim is to create the conditions where achieving improved international connectivity and transformational economic growth are mutually supportive as illustrated below.

Recommended joint actions for the TfN Partnership and industry

Our report has shown that there are no easy fixes for improved global connections in the North, but has highlighted that there is a range of strategic opportunities which have a very real potential to create an aggregated uplift in performance, resulting in enhanced connectivity and improved market conditions. We believe if the Northern Partners pursue the recommendations below and are appropriately supported by Government, there will be a nationally significant benefit.

The Commission recommends the following actions:

Significantly improve surface access to the North's airports

- Fundamentally, creating the right conditions for the North's airports to deliver improved international connectivity is all about ensuring that they can draw on the widest possible catchment area, so making it attractive for airlines to expand global connections.

- Manchester Airport plays an important role in delivering global connectivity. In order to extend the catchment area within two hours surface journey of Manchester Airport, so enabling it to support more strategically important long haul services, the Airport needs to be linked directly into the Northern Powerhouse Rail, HS2 and the West Coast Mainline. Significant road journey time improvements are required between Manchester, Sheffield and Leeds; as well as improved road and rail journey times to Lancashire, Cumbria and Cheshire; and improvements to cross Northern boundary access to Wales and the Midlands. In this way, the benefits of proximity to the services offered to/from Manchester can be spread more widely across the North, acting as a springboard to economic growth.

[12]The reduction of generalised costs which can come about through, inter alia, reduced surface access time/cost, reduced air fares and higher frequencies of service.

- Newcastle Airport needs to expand its catchment area through local road links and connections to the strategic highway network (including improvements to the A696 and the associated junctions that connect it to the A1), regional rail access (with improved interchange at Newcastle Central Station) and improvements to the existing Metro network and its rolling stock.

- TfN should support LEPs to pursue improved surface access to other key international connectivity hubs across the North. This should include 'last mile connections' to the main ports, improved rail connections to Doncaster Sheffield, Leeds Bradford, and Liverpool Airports, improved road connections to Liverpool and Leeds Bradford Airports and improved links into the strategic highway network. It is also important to recognise the importance that these airports play as regional centres and growth clusters and the respective infrastructure that supports surface access also plays a wider role in supporting the growth of business and services around the airports.

Significantly improve surface access to the North's ports

- TfN should further develop its understanding of sea freight and passenger connections, including its catchment areas and mechanisms for expanding these. This work should develop an understanding of future growth and demand forecasts for Northern port capacity and sea routes.

- Improvements to the capacity and resilience of surface access to the North's ports are vital. Interventions should be sought to reduce journey times (of passenger and freight) to and from ports through access such as the A63 Castle Street in Hull and the A5036 access to the Port of Liverpool.

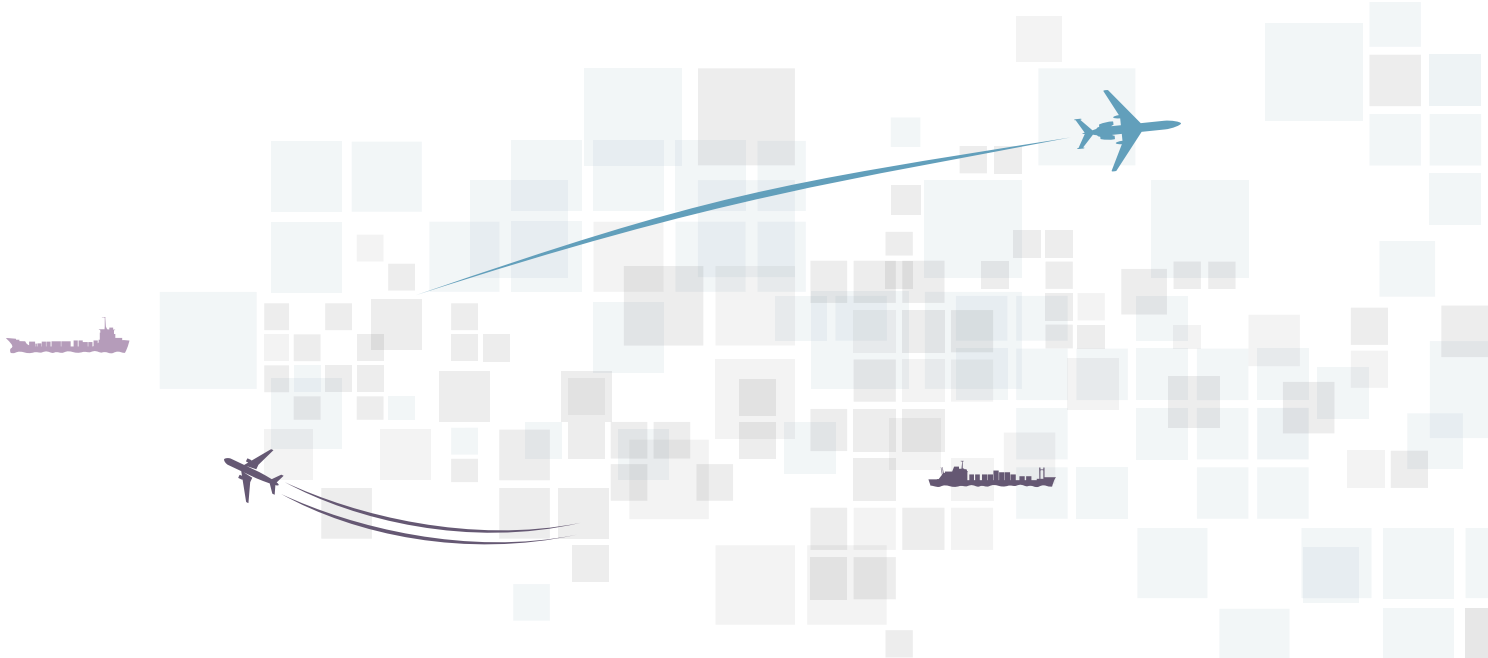
- TfN should clearly present a plan for landside activity supporting the global potential for ports, with particular consideration of transport access.

Support air route development (Team North)

- Following the successful model in Scotland, there are benefits in a coordinated regional approach to encouraging airlines to develop new strategic air routes to deliver economic benefit. There is potentially a key role for TfN in coordinating activity with airports to develop new strategically important air routes. This would include:
    - marketing the North to airlines, including attendance at key route development events
    - encouraging businesses to fly directly from their local or regional airports
    - marketing support/destination marketing to promote new services (subject to future rules on state aid to airlines)
    - promoting the North as a place to invest, working with local business to develop new trading links based around the air connectivity offer
    - promoting the North as a tourist destination and coordinating the tourism product.
- These activities are additional to LEP level activity which already takes place to support a particular airport and should be focused to pan-Northern activity.

Air passenger duty (APD)

- Currently, airlines earn less revenue per passenger on routes from the North of England compared to the South. The effect of APD is to reduce the money they can earn still further. Whereas, the higher revenues earned at the London airports give the airlines some cushion in terms of absorbing the cost of APD, the high cost of the tax is a deterrent to airlines starting new routes from the North, particularly to long haul destinations. Hence, airlines are more likely to start such routes from airports in other European countries where the tax burden is much lower.
- The effect of the tax is making the North's airports uncompetitive in terms of attracting new air services. The situation will be made worse if the planned reduction in APD goes ahead in Scotland. There is a risk to routes from Newcastle Airport in particular, and Manchester is at further risk of losing out in the race to attract new global air services. APD can also be a deterrent to the development of new European services from airports across the North.
- TfN should work with the Government to find a solution which reduces the burden of APD in the North as part of a package to promote the competitiveness of the North.



Planning and capacity

- The scale of growth envisaged for our airports means that many of them will require improvements to their infrastructure in the medium to long term, either to add terminal capacity or to enhance the capability to handle long haul services. Whilst delivering these improvements will be for the private sector, expanding airport capacity can often be controversial and there is a role for TfN and the North's business community, to highlight the important role of ports and airports, in delivering vital connectivity to support economic growth.

- Airport growth clusters also play an important part in delivering economic benefit at the local level through the businesses they can attract to locate within them. There is a role for LEPs in supporting the use of land in the vicinity of airports for employment and value creating activities.

Developing market intelligence

- Our research has identified the limitations in market information available about international freight movements to and from the North. To a lesser extent, the information about how tourists travel around the North is limited. TfN should consider how to address these data gaps to ensure that the work of 'Team North' is fully effective.

- The vote to leave the EU presents new opportunities and challenges, in particular to maintain and take advantage of openness to trade, investment, and competition. The North's economy will need to adjust to build new relationships with the EU and the rest of the world, in order to attract sources of FDI. To this end, TfN should work in partnership with the public sector, including Local enterprise Partnerships and Government departments such as International Trade and Foreign Commonwealth Office.

- TfN should work in partnership with the private sector to improve the understanding of how passengers and freight travel globally to/from the North.

The global opportunities for freight and logistics

- The North has a naturally competitive advantage for its ports and use of rail connectivity for national freight movements as well as some clear opportunities around potential increased sea freight and air freight through the development of an East-West 'super corridor' linked to a series of multimodal logistics hubs.

- Coordinated activity focused on supporting the potential of the four main Northern Sea Ports should be a prominent feature of the TfN Strategic Transport Plan.

- Clear consideration of air freight opportunities should be explored.

- TfN should work closely with the freight and logistics market to marry policy aspirations with commercial practicalities to ensure success.

Figure 9: Independent International Connectivity Commission recommendations

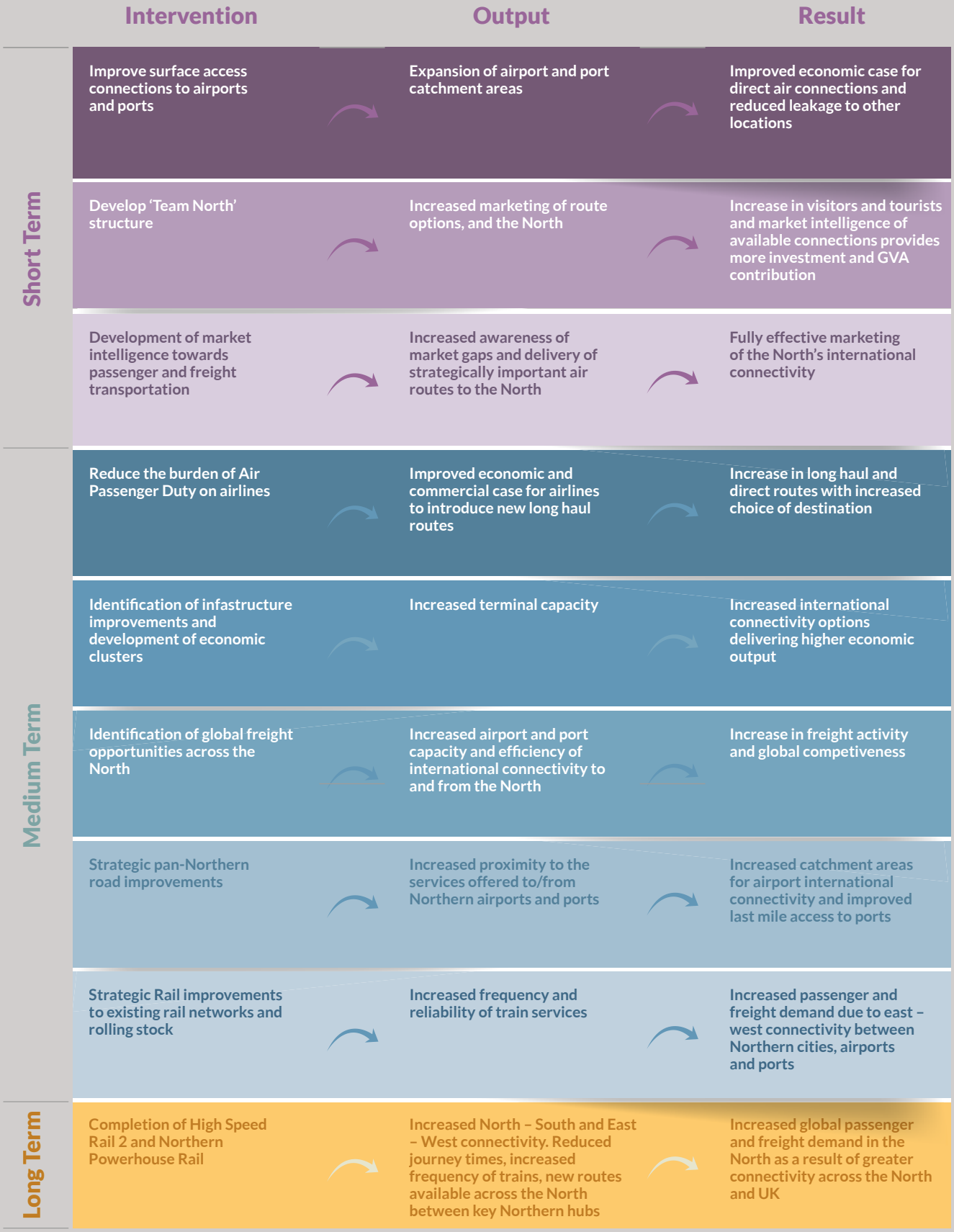
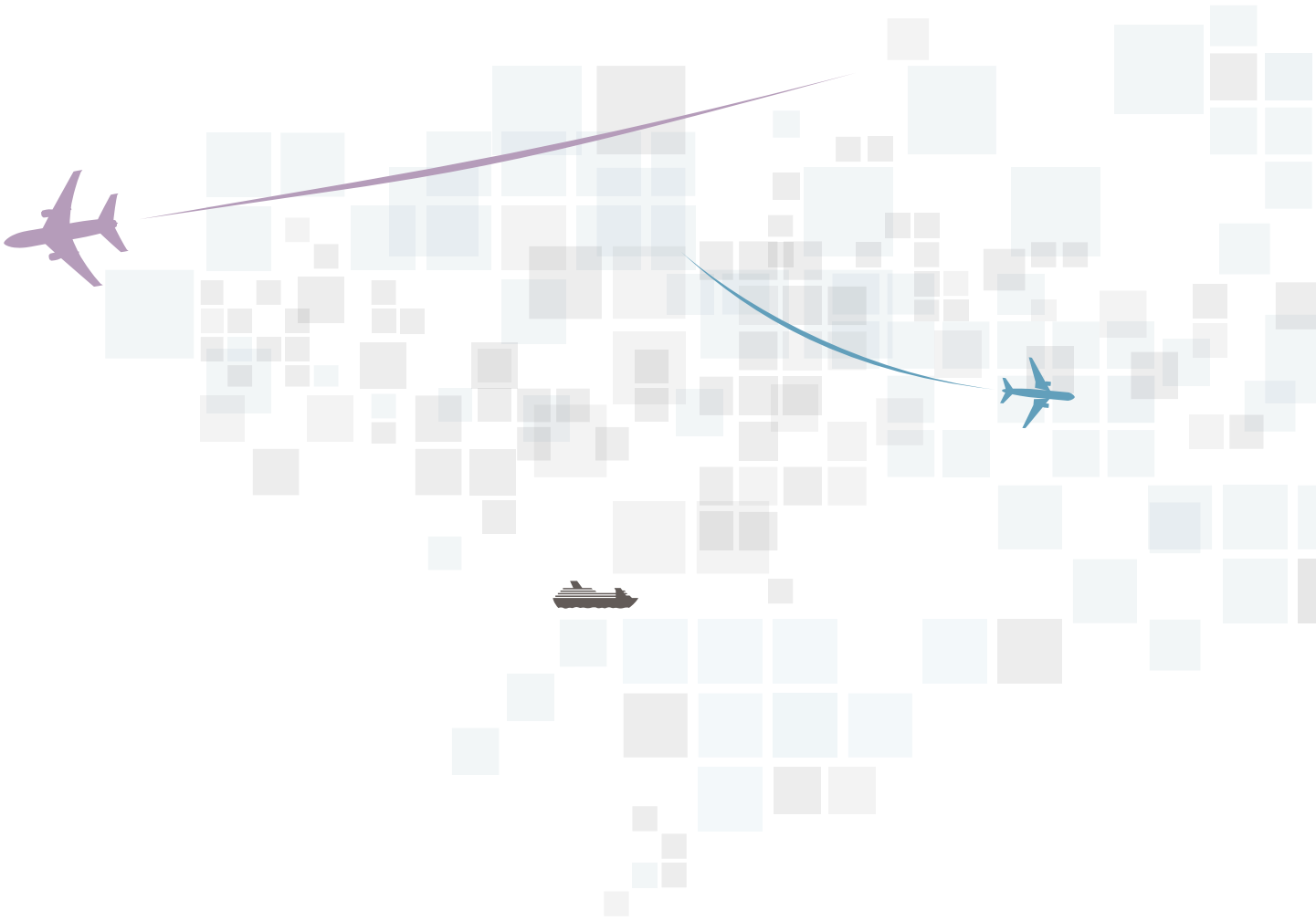


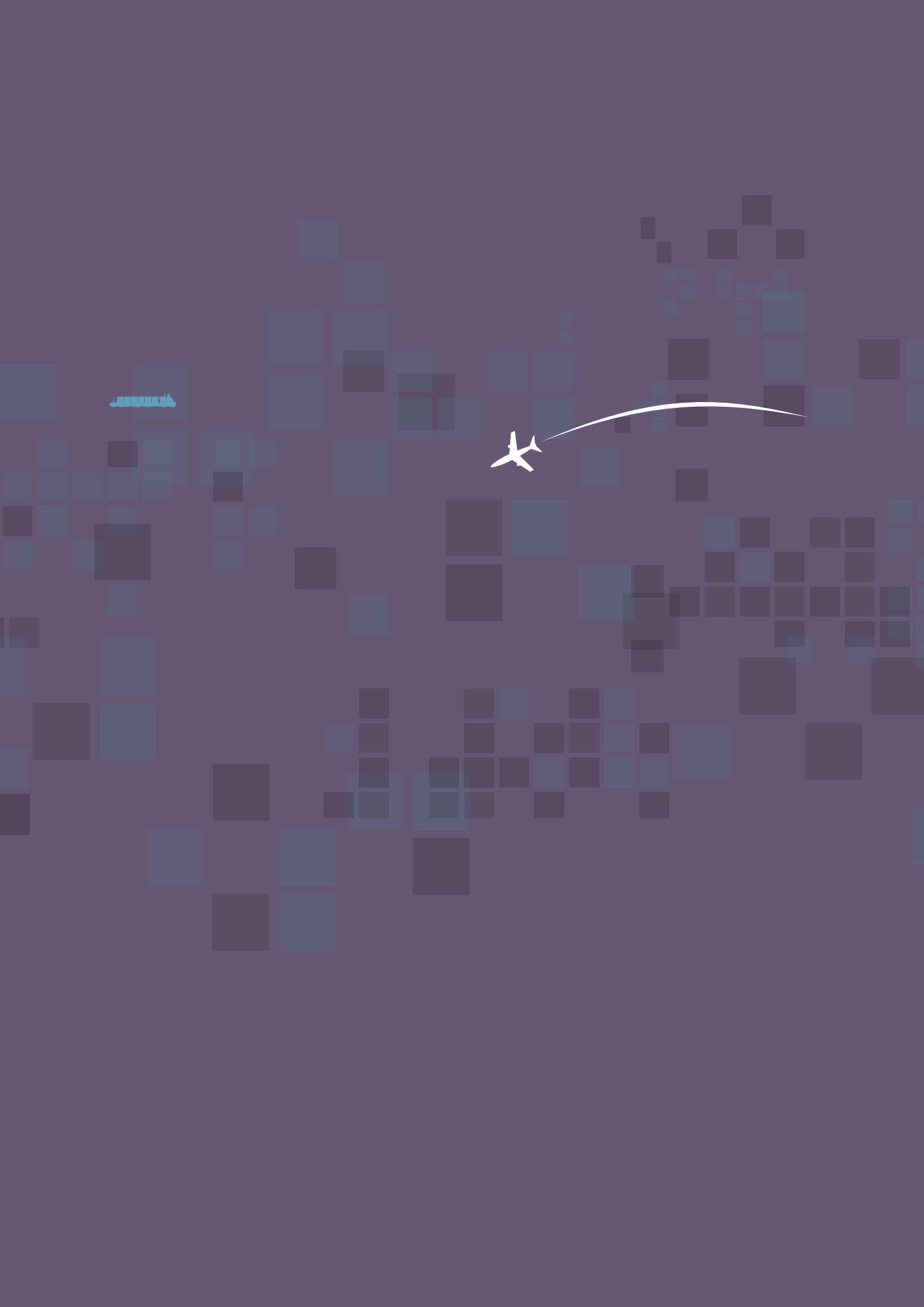
Figure 10. List of proposed surface access interventions to improve international connectivity

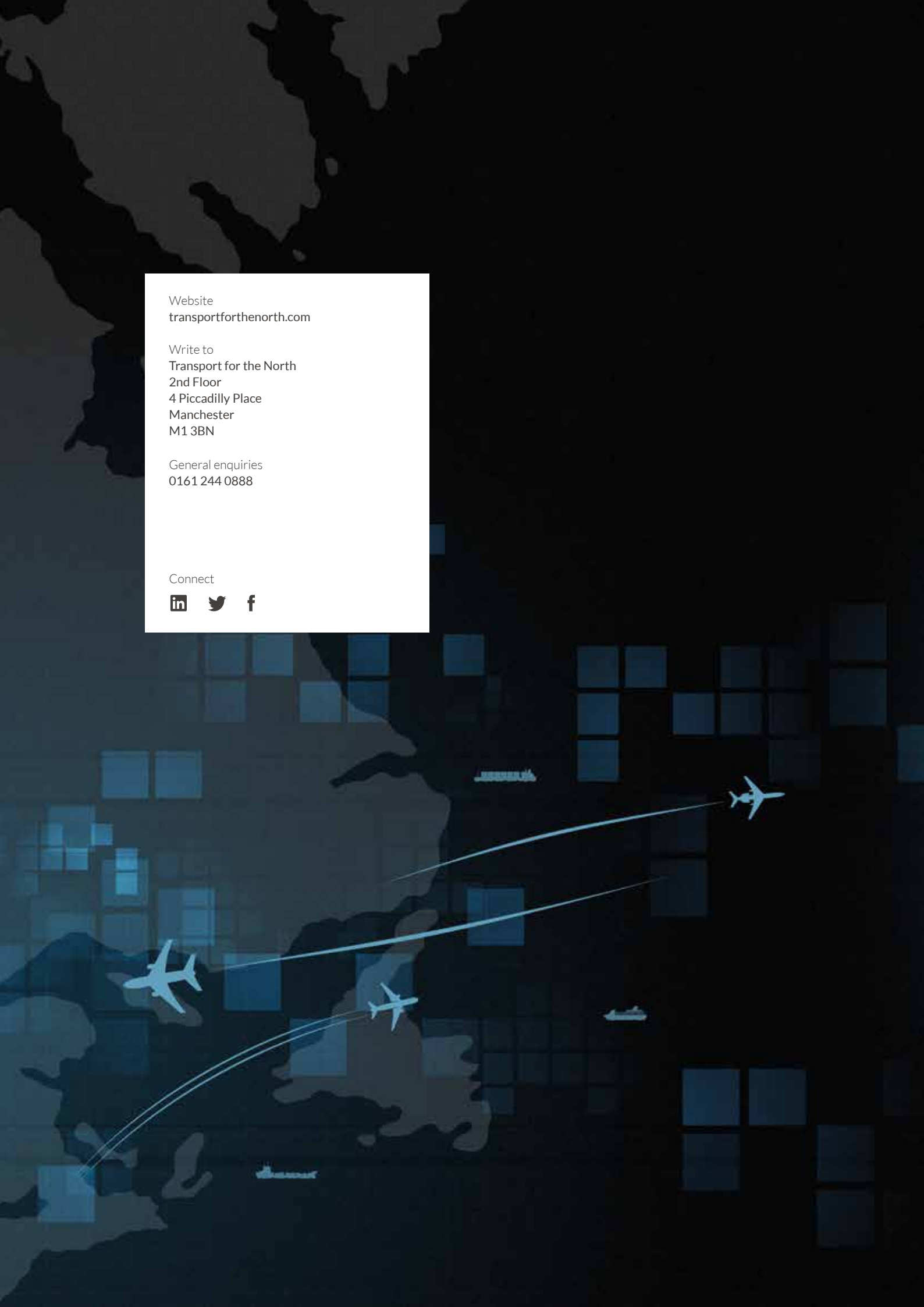
Category of intervention	Intervention	Impact	Policy fit	Timescale	Conclusion
Surface access to airports					
Strategic surface access to Manchester Airport	Ensure that Manchester Airport is fully connected to HS2, Northern Powerhouse Rail and the TransPennine Tunnel	Expand Manchester Airport's catchment area to support increased global air connections	Good	Medium to Long term	Recommended intervention
Surface access – Manchester Airport general improvements	Ensure that congestion bottlenecks on the immediate road network are overcome	Maintain existing local surface access journey times and improve resilience	Good	Ongoing	Recommended intervention
Surface access – Newcastle Airport A696 and associated junctions improved	Upgrade and improvement of the link road between the Airport and the A1	Improved connections between the Airport and the sub-region	Good	Short term	Recommended intervention
Surface access – Newcastle Airport Metro	Upgraded Metro rolling stock and network extensions	Improved image and public transport access to the Airport	Good	Medium term	Recommended intervention
Surface access – Newcastle Airport wider improvements	Provision of a heavy rail connection to the airport with improved interchange between modes at Newcastle Central Station	Improved accessibility within the North East	Good	Long term	Recommended intervention
Surface access – Liverpool Airport Eastern Link Road	Direct road connection into the Airport from the East to provide direct access to the M62	Improved access to the Airport from North and East of the city centre. Reduce congestion on Speke Boulevard	Good	Medium term	Recommended intervention
Surface access – Liverpool Airport Rail	Provision of a direct rail link from Parkway station connection to the Merseyrail network.	Improved public transport access from the city centre.	Good	Long term	Recommended intervention
	Ensuring that Liverpool South Parkway is recognised as a gateway to the Airport in franchise renewal	Better connections across the North	Good	Short term	Recommended intervention
Surface access – Leeds Bradford Parkway Station	Provision of a Parkway Station serving Leeds Bradford Airport	Improved public transport access between Leeds Station and the Airport and to the North, with onward connections	Good	Medium term	Recommended intervention
Surface access – Leeds Bradford Link Road	Link road connecting Leeds Bradford Airport to the A65 and A658	Provides improved road connections to the North and to the Leeds Outer Ring Road	Good	Long term	Recommended intervention
Surface access – other airports	Local action to improve public transport access to airports	Local benefits to accessibility and sustainability	Good	Ongoing	Local level intervention to be supported

Category of intervention	Intervention	Impact	Policy fit	Timescale	Conclusion
Surface access to ports					
Surface access schemes – road	A63 Castle Street Stage 2: Programme entry being – 1.5km improvement at A63 Castle Street, including a new split level junction	Reduce journey times for car passengers to/from Port of Hull's ferry terminals	Good	Medium term	Recommended intervention
Surface access schemes – road	A5036 Princess Way - Port of Liverpool Access Stage 0: Committed Scheme (ground investigations/surveys conducted summer 2015) - comprehensive upgrade to improve access to the Port of Liverpool from the A5036	Reduce journey times for car passengers to/from Port of Liverpool's ferry terminal in Gladstone Dock	Good	Medium term	Recommended intervention
Surface access schemes – road	Improvements to the capacity and resilience of the strategic network across the North e.g. M60 Quadrant, North, on-going management schemes for the M60/ M62	Reduce journey times for car passengers to/from northern ferry and cruise ports	Good	Medium term	Recommended intervention
Surface access schemes – rail	Improvements to the capacity and frequency of rail services across the North, particularly East-West across the Pennines	Reduce journey times for, in particular, cruise passengers embarking and disembarking cruise ships in the North	Good	Medium term	Recommended intervention
Surface access schemes – rail	Review of public transport connections between railway stations and cruise/ferry terminals	Increase convenience of using public transport for, in particular, cruise passengers embarking or disembarking cruise ships in the North	Good	Short term	Recommended intervention
Port infrastructure schemes	Develop second in-river terminal at Hull for the Hull-Zeebrugge service	Enhances economics of the ferry service by allowing a faster crossing time and greater utilisation of the vessels; reduces congestion through locks for the port operator	May not be in line with UK ports policy	Medium term	May need to be funded by the private sector, but public sector should investigate potential for using Local Growth Fund
Port infrastructure schemes	Develop in-river ferry terminal at Liverpool for Liverpool-Dublin service	Enhances economics of the ferry service by allowing a faster crossing time and greater utilisation of the vessels; reduces congestion through locks for the port operator	May not be in line with UK ports policy	Medium term	May need to be funded by the private sector, but public sector should investigate potential for using Local Growth Fund

Category of intervention	Intervention	Impact	Policy fit	Timescale	Conclusion
Surface access to ports					
Port infrastructure schemes	Public sector support for Liquid Natural Gas (LNG) bunkering and cold ironing infrastructure at ports	Provides bunkering infrastructure for low sulphur and lower cost fuel; also allows ships to have a power supply in port without damaging air quality	In line with EU policy to assist the shipping industry to adapt to the SECA regulatory environment	Medium term	Recommended intervention







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