



# Stockton-on-Tees Submission Draft Local Plan Duty to Cooperate Statement of Compliance Regulation - 22 December 2017

## **Contents**

1	Introduction .....	1
2	Context and approach.....	4
3	Collaborative Working .....	6
4	Strategic Priorities and Cross Boundary Issues .....	12
5	Conclusions and Future Partnership Working .....	32
	Appendix A – Duty to Cooperate Organisations .....	33

# 1 Introduction

- 1.1 This document provides a summary of how Stockton-on-Tees Borough Council has endeavoured to engage with neighbouring local authorities and other prescribed public bodies whilst preparing the Local Plan, under the duty to cooperate.
- 1.2 The following table details the timetable for the preparation of the Stockton-on-Tees Local Plan.

**Figure 1 – Local Development Scheme Timetable (2016)**

Milestone	Regulation	Date
1. Completion of Evidence Base Review	-	Summer 2016
2. Targeted engagement	-	Summer 2016
3. Plan in Preparation Stage	Reg 18.	Autumn 2016
4. Publication Draft Plan	Reg.19	Summer 2017
5. Submission of Draft Plan	Reg 22.	Autumn 2017
6. Examination	Reg 24	Spring 2018
7. Inspectors' Report	Reg 25	Spring 2018
8. Adoption	Reg 26.	Summer 2018

- 1.3 Work on the Stockton-on-Tees Local Plan commenced following a decision at the Council's Cabinet in June 2016. Following this decision the Council entered 'targeted engagement' with key partners to identify key issues to address in the plan. This stage included consultation on the Sustainability Appraisal Scoping Report and contact with key duty to cooperate partners.
- 1.4 Throughout the development and preparation of the plan, the Council has worked with partners to ensure that the document complies with the duty to cooperate. Whilst this document is a new Local Plan, some aspects of the document are long established principles or have developed in recent years, often with significant involvement from public sector partners in an attempt to agree a complementary approach on strategic issues.
- 1.5 Of particular relevance to this statement is work which was undertaken to support the Regeneration and Environment Local Plan (RELP). This document was intended to set out the Council's policies and site allocations to deliver the development strategy contained in the Core Strategy. Whilst production of this document ceased in June 2016, it was intended that the document would become part of the Council's Development Plan. Where appropriate to this document, relevant cooperation with partners is referenced in this statement. Key dates in the production of the RELP include:
- Stockton-on-Tees Core Strategy: Adoption – March 2010
  - RELP Issues and Options – Initially undertaken in 2007. However, a further 'Planning for Housing' Consultation was undertaken in Summer 2011.
  - RELP Preferred Options – Summer 2012
  - RELP Publication – February 2015
- 1.6 Whilst the Council has historically engaged with partners, this activity was formalised in planning law as the duty to cooperate by the Localism Act (2011). This statement summarises the primary legislation, regulations and planning guidance (Section 2) which the Council must consider in discharging this legal obligation.

1.7 The remaining sections of the report summarise how the Council has sought to work with partners on specific issues and any formal agreement that has been made. These issues are grouped together, where relevant, under the section headings set out in the Local Plan, namely:

- Housing;
- Economic Growth;
- Transport & Infrastructure; and
- Environment.

1.8 The strategic duty to cooperate issues discussed in the statement are set out in the table below.

**Figure 2 – Duty to Cooperate issues**

<b>Housing</b>	Strategic Housing Needs Housing Site Selection Wynyard Sustainable Settlement West Stockton
<b>Economic Growth</b>	Economic Growth Needs Economic Growth Site Selection North Tees & the Teesmouth & Cleveland Coast Special Protection Area Durham Tees Valley Airport Town Centre Hierarchy
<b>Transport &amp; Infrastructure</b>	Strategic Road Network Local Road Network Footpath, Cycleway and Sustainable Transport connections Education Infrastructure and School Catchments Other Infrastructure
<b>Environment &amp; Climate Change</b>	Mitigating and Adapting to Climate Change, in particular flooding Natural Environment Green Infrastructure Preserving, enhancing and promoting the Borough’s Historic Environment

1.9 The above issues were discussed during the ‘targeted engagement’ with duty to cooperate partners in summer 2016 as discussed in the consultation statement.

1.10 Targeted engagement was undertaken alongside consultation on the Sustainability Appraisal Scoping Report and Draft Statement of Community Involvement (SCI). Consultation on the Sustainability Appraisal Scoping Report and Draft SCI was undertaken for an 8 week period between 11th July 2016 and 2nd September 2016. The SCI was adopted in November 2016. A list of the ‘key targeted consultation bodies’ consulted can be found in Figure 3 below.

1.11 These key stakeholders and duty to cooperate partners were sent letters and e-mails inviting views on any issues they considered should be covered and/or addressed through the emerging Local Plan (the letter identified the potential for a meeting to discuss any issues if these were considered necessary) and advising of consultation on the Sustainability Appraisal Scoping Report and SCI.

**Figure 3 – SA, SCI and Local Plan List of Key Targeted Consults**

Organisation	
Billingham Town Council	Mordon Parish Meeting
Bishopston Parish Council	Mr Alex Cunningham (MP)
BOC Gases	Mr James Wharton (MP)
British Gas (Northern)	Natural England
BT Group plc	Network Rail
Carlton Parish Council	Newby Parish Council
Civil Aviation Authority	Newton Bewley Parish Meeting
Coal Authority	NHS England North
Crathorne Parish Council	North Yorkshire County Council
Darlington Borough Council	Northern Gas Networks Ltd
Durham County Council	Northern Power Grid
Durham Tees Valley Airprt	Northumbrian Water Ltd.
East and West Newbiggin Parish Meeting	Ofcom
EE	Office of Rail and Road
Egglecliffe & Eaglescliffe Parish Council	Office of the Cleveland Police and Crime
Elwick Parish Council	Commissioner
Environment Agency	Office of the Durham Police and Crime
Girsby Parish Council	Commissioner
Great Stainton Parish Meeting	Office of the North Yorkshire Police and Crime
Greatham Parish Council	Commissioner
Grindon Parish Council	Openreach
Hambleton District Council	Picton Parish Meeting
Hartlepool and Stockton Clinical	Preston on Tees Parish Council
Commissioning Group	Redcar and Cleveland Borough Council
Hartlepool Borough Council	Redmarshall Parish Council
Hartlepool Water	Rudby Parish Council
Highways England	Sadberge Parish Council
Hilton Parish Council	Seamer Parish Council
Historic England	Sedgefield Parish Council
Homes and Communities Agency	Stainton and Thornton Parish Council
Ingleby Barwick Town Council	Stillington & Whitton Parish Council
Kirklevington & Castle Levington Parish	Tees Valley Combined Authority
Council	Tees Valley Nature Partnership
Long Newton Parish Council	Thornaby on Tees Town Council
Maltby Parish Council	Three, Vodafone and O2
Marine Management Organisation	Wolviston Parish Council
Middlesbrough Borough Council	Worsall Parish Council
Middleton St George Parish Council	Yarm Town Council

1.12 During this consultation, the Council received responses from duty to cooperate partners including Redcar & Cleveland Borough Council, Hartlepool Borough Council, North Yorkshire County Council, Historic England, Natural England and Tees Valley Nature Partnership. These comments influenced the development of the duty to cooperate issues which are set out in figure 2 in both the draft Local Plan and the Publication Local Plan.

1.13 The points raised related to historic issues which the Council has discussed and worked with partners to consider and address. The Council has also consulted and considered the responses of general and specific consultation bodies<sup>1</sup> and statutory consultees<sup>2</sup> who are not classified as duty to cooperate bodies. Responses from the relevant bodies are outlined in the consultation statement which also accompanies the Local Plan.

<sup>1</sup> Regulation 2 of The Town and Country Planning (Local Planning) (England) Regulation 2012.

<sup>2</sup> Schedule 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2015

## 2 Context and approach

### Legislation

- 2.1 Following the abolition of regional planning, Government made alternative provision for the consideration of strategic issues in the planning system through the introduction of the 'duty to cooperate'. Section 110 of the Localism Act inserted section 33A in to the Planning and Compulsory Purchase Act (2004).
- 2.2 This legal requirement applies to local planning authorities, county councils and public bodies prescribed in the Local Plan regulations (see below) who are involved in Local Plan production, marine plans, activities which prepare the way for the production of these documents, activity relating to the sustainable development or use of land that impacts on two planning areas, and strategic infrastructure which impacts on at least two planning areas. Planning legislation was also amended on introduction of the duty to cooperate to make it one of the legal tests which is considered at an independent examination. Therefore failure to adequately satisfy the duty to cooperate can result in the failure of the Local Plan.
- 2.3 A number of other public bodies who are involved in the plan-making process are required to cooperate in the process through this duty, specifically Regulation 4 of the Local Planning Regulations (2012). This sets out the additional 'prescribed' bodies which the duty to cooperate applies to. In addition, there is an onus on local planning authorities to cooperate with Local Enterprise Partnerships and Local Nature Partnerships. However, these bodies do not have a requirement to engage with the Council.
- 2.4 Appendix A of this statement lists the bodies prescribed in the regulations and the name of the relevant authorities and agencies which are related to Stockton-on-Tees Borough.

### National Policy & Guidance

- 2.5 The National Planning Policy Framework (NPPF) sets out that the Government expects collaborative working on planning issues and geographic areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities. In doing so Local Authorities should consider the following strategic priorities:
  - 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);
  - the provision of health, security, community and cultural infrastructure and other local facilities; and
  - climate change mitigation and adaptation, conservation and enhancement
  - of the natural and historic environment, including landscape.
- 2.6 In addition to the duty to cooperate bodies prescribed in legislation and the regulations paragraph 180 of the NPPF identifies the Local Nature Partnership as a body to collaborate with on strategic planning. Paragraph 180 also states that Council should work with private sector bodies, utility and infrastructure providers.

- 2.7 Paragraph 181 goes on to explain that the local planning authority will be expected to 'demonstrate evidence of having cooperated to plan for issues with cross-boundary impacts when their plans are submitted for examination'. As well as meeting the legal tests set out above, the Council's approach to plan making must also be sound. This will be considered through the appointed Inspector examining whether the policies in the document have been positively prepared; justified; effective and consistent with national policy.
- 2.8 The National Planning Practice Guidance (NPPG) website identifies that a Local Plan will be considered sound where there has been 'effective joint working on cross boundary strategic priorities. This process will involve sustained joint working throughout the process, to develop agreed approaches, and should not be limited to consultation alone. However, the guidance also states that *'The duty to cooperate is not a duty to agree. But local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local plans for examination.'*
- 2.9 The NPPG guidance identifies that another way to demonstrate effective cooperation 'is the use of formal agreements between local planning authorities, signed by elected members, demonstrating their long term commitment to a jointly agreed strategy on cross boundary matters'. The guidance goes on to state that 'Inspectors will expect to see these agreements at the examination. A key element of the examination will be to ensure that there is sufficient certainty through the agreements that an effective strategy will be in place for strategic matters when the relevant Local Plans are adopted.'
- 2.10 This statement provides an overarching record of the engagement undertaken, how the Council has worked with other bodies to meet development needs, and the agreement that has been reached. It should be noted that other evidence base documents may cover specific technical matters in more detail.

### **Geographical Context**

- 2.11 Stockton-on-Tees Borough is located within the Tees Valley along with Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Borough Council, and Redcar and Cleveland Borough Council. The Borough also borders Durham County Council, Hambleton District Council and North Yorkshire County Council. As detailed below, these bodies have a strong record of working together to drive strategic planning across the region.
- 2.12 The geography of the Borough also raises a number of duty to cooperate issues with key strategic partners including:
- flood risk and marine management issues associated with the River Tees, its tributaries and the coast (Environment Agency and Marine Management Organisation);
  - heritage assets (Historic England),
  - Durham Tees Valley Airport (Civil Aviation Authority);
  - the strategic road network including A19, A66, A174 and A689 (Highways England); health care provision in the Borough (North Tees & Durham PCT and South Tees PCT);
  - important ecological sites including Tees Estuary (Natural England); and,
  - housing and brownfield sites regeneration (Homes and Community Agency).

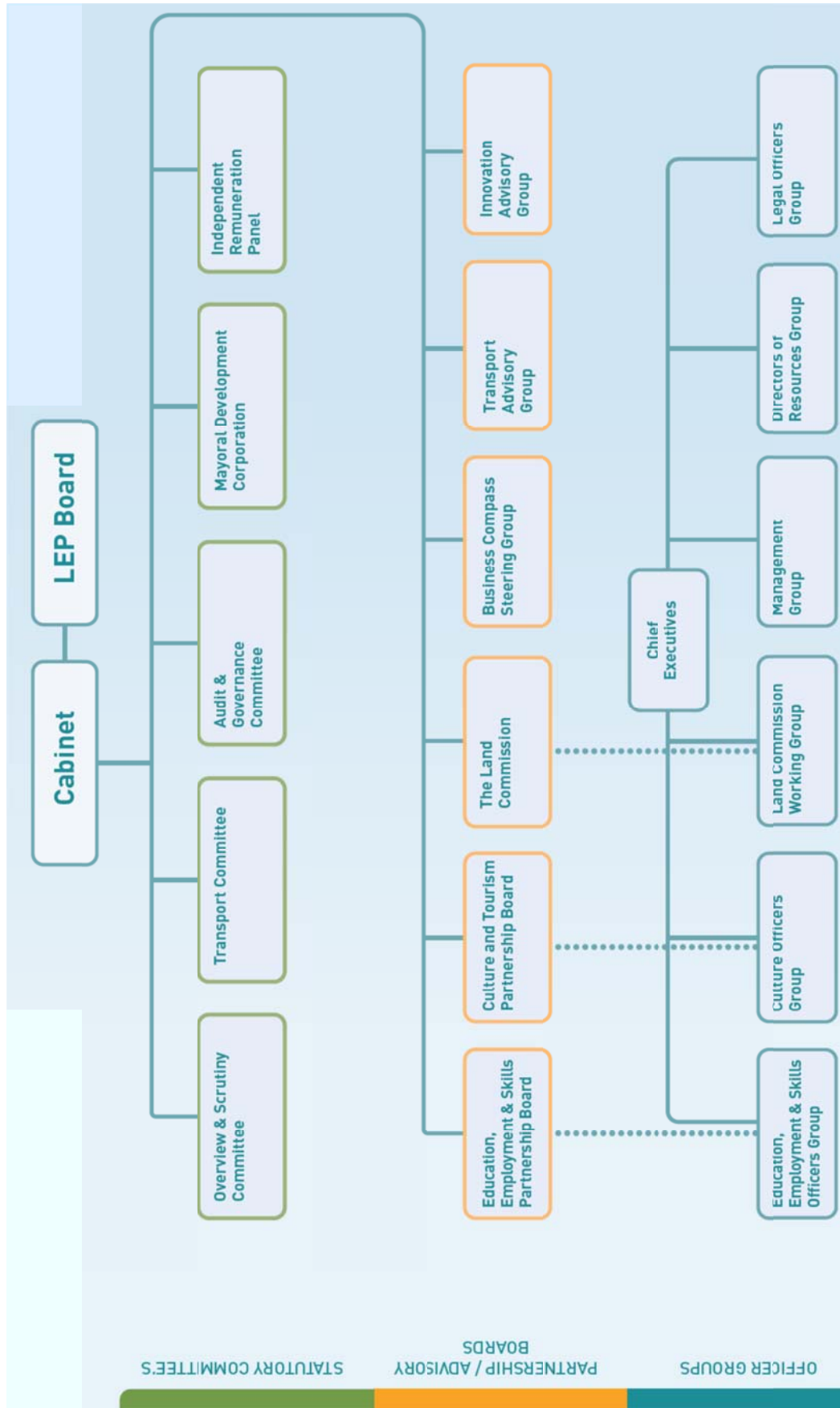
### 3 Collaborative Working

#### TVCA and the LEP

- 3.1 The five Tees Valley local authorities have a strong track record of collaborative working and since the 1<sup>st</sup> April 2016 have been able to unite, along with the LEP, as the Tees Valley Combined Authority (TVCA), a statutory body, to make decisions on key strategies relating to economic development, transport, infrastructure and skills.
- 3.2 The Tees Valley Local Enterprise Partnership (LEP) operates across the five local authorities. This body is a partnership between the Tees Valley local authorities and businesses which helps to determine local economic priorities and lead economic growth and job creation within the local area. Prior to the incorporation of the TVCA the LEP was known as Tees Valley Unlimited. Following the creation of TVCA the LEP remains a separate entity but is supported by officers from the TVCA.
- 3.3 Figure 4 below provides a simple diagram of the meetings and groups which take place to conduct business in the LEP and the Combined Authority, grouped in to three broad categories set out below:
  - Statutory Committees and Boards
  - Partnership / Advisory Board
  - Officer Led Groups
- 3.4 The Statutory Committees and Boards provide the executive functions of the Combined Authority and LEP, whilst all other groups provide an advisory role across a wide range of topic areas.
- 3.5 The structure provides opportunities for Mayoral Development Corporations (MDCs). The South Tees Development Corporation, which existed in a Shadow format throughout much of the preparation of the Publication Local Plan, came in to force on the 1<sup>st</sup> August 2017. This body has responsibility for infrastructure, attracting new businesses, supporting inward investment, and co-ordinating land ownership on the 4,500 acres former SSI steelworks site in Redcar. Looking to the future, the Council will continue to collaborate with the Combined Authority and the MDC regarding proposals in the area which differ from the current Local Plan allocations for the area.
- 3.6 The following groups provide opportunities to discuss sub-regional issues which are relevant to the preparation of the Local Plan:
  - Tees Valley Management Group
  - Tees Valley Transport and Advisory Group.



Figure 4 – Tees Valley Combined Authority Governance Structure



3.7 The Combined Authority also has powers relating to culture, business, skills, education and transport, amongst other things, but it does not currently have planning powers. Each local authority retains an individual planning function and cooperates on this matter through regular meetings on cross-boundary issues and in certain circumstances joint working. This work is co-ordinated by two groups, these are:

- Tees Valley Planning Managers (TVPM) – acts as an Advisory Group to Tees Valley Combined Authority Management Group on planning issues. The group seeks to ensure the timely delivery through planning mechanisms / frameworks of enhanced strategic economic development, housing, infrastructure and regeneration provision in support of the economic growth ambitions of the TVCA. The Group comprises senior level representation from the Heads of Planning/Planning Policy Managers/Development Control Managers for the 5 Tees Valley Local Authorities.
- Development Plans Officer Group (DPO) - takes place as a sub group to TVPM meeting with a separate quarterly opportunity for local authorities neighbouring Tees Valley to participate on Development Planning issues. Additional participants include Durham County Council, North Yorkshire County Council, North Yorks Moors National Park, Hambleton District Council, Richmondshire District Council, and Scarborough District Council.

3.8 Minutes of these meetings alongside relevant minutes from the Tees Valley Combined Authority Management Group and the Tees Valley Transport Advisory Group will be published in the addendum to this statement which will accompany the submission Local Plan.

### **Collaborative Research & Evidence**

3.9 In addition to work undertaken through TVCA as well as the TVPM and DPO meetings, the Council has regular contact with all neighbouring planning authorities through emails and meetings where required. These discussions have led to an agreed approach on policy positions as well as strategic development management decisions. Minutes of meetings with the following authorities, which border the Council area, will be included in the addendum to this statement:

- Middlesbrough Borough Council;
- Hartlepool Borough Council;
- Redcar & Cleveland Borough Council;
- Darlington Borough Council;
- Durham County Council;
- Hambleton District Council;
- North Yorkshire County Council;

3.10 In addition to the above, the Council also engages with North York Moors National Park, Richmondshire District Council and Scarborough Borough Council via the quarterly Development Plans Officer Group meeting and via email if necessary. No strategic issues have been raised by these councils during this engagement.

3.11 The Councils have worked together on a number of evidence base documents which have influenced this local plan. These are summarised below.

- Tees Valley SHMA (2009 and 2012 update) which have now been superseded by individual SHMAs.

- Tees Valley Housing Investment and Delivery Plan (emerging/2017)
- Tees Valley Strategic Economic Plan: The Industrial Strategy for the Tees Valley (2016 and original 2014 document)
- TV Sector Actions Plans – Currently under production but expected to be published during 2017
- Use of land at Seal Sands and North Tees by birds of the SPA (2011)
- Tees Valley North and South Tees Study (2009)
- Tees Valley Area Action Plan (2017)
- Connecting Tees Valley Improving Roads, Improving Lives (2017)
- Tees Valley Green Infrastructure Strategy (2008)
- Tees Valley Climate Change Strategy (2010)
- Tees Valley Geodiversity Action Plan (2011)
- Tees Valley Natural Network and Opportunity Maps (2016)
- Guidance for the Selection of Local Wildlife Sites in the Tees Valley (2010)
- Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain (2008)

3.12 The Council and relevant partners have also identified a number of other cross-boundary pieces of work which will be progressed in the near future, including the Wynyard Masterplan, Biodiversity Opportunity Areas and further engagement in the Tees Estuary Partnership.

### **The Strategic Economic Plan (SEP)**

3.13 The Tees Valley SEP sets out the growth ambitions and priorities for the Tees Valley to 2026. National Planning Practice Guidance advises on the role of Local Enterprise Partnerships and Strategic Economic Plans stating:

*‘Local Enterprise Partnerships have a key role to play in delivering local growth by directing strategic regeneration funds and in providing economic leadership through their Strategic Economic Plans.*

*Strategic Economic Plans are not part of, or a substitute for, the local plan for an area which guides development decisions, and it is important that they are not treated as such. However, the commitment of local planning authorities to work collaboratively with Local Enterprise Partnerships across their area will be vital for the successful delivery of policies for strategic growth in their Local Plans. An effective policy framework for strategic planning matters, including joint or aligned planning policies, will be a fundamental requirement for this.’*

3.14 The refreshed SEP aims to further develop the Tees Valley growth narrative:

- By targeting support on Foreign Direct Investment and indigenous SMEs with high growth potential in internationally competitive key sectors such as chemicals, health innovation, energy and advanced manufacturing, whilst encouraging further diversification into new sectors and technologies (including logistics, digital & creative, culture & leisure and business & professional services); and
- By ensuring a fit for purpose labour force which also recognises the lifetime opportunities of all our residents.

3.15 This can be translated into two transformational ambitions:

- Enhance productivity in those high growth firms which have the greatest potential to create jobs; and
- Improve lifetime opportunities, particularly in relation to post primary education and links to business.

3.16 The refreshed SEP ambition is ‘... for Tees Valley to become a high value, low carbon, diverse and inclusive economy’. The document identifies 6 priority themes which are summarised in the table below.

Theme	Aim
Business Growth	To diversify the economy, support more business start-ups, develop high growth potential businesses and key growth sectors.
Research, Development, Innovation and Energy	To introduce new processes and practices which reduce carbon emissions increase productivity and the availability of high value jobs.
Education, Employment and Skills	To increase educational attainment, produce the skilled workforce that businesses need and increase lifetime opportunities for our residents.
Place	To accelerate the supply of good quality homes across the whole housing market, revitalise our town centres and urban core, bring forward surplus public and blighted brownfield land for development and strengthen our commercial property offer.
Culture	To change external perceptions of Tees Valley through arts, cultural and leisure offer to create places that attract and retain business leaders and make the area more attractive to investors, workers and visitors.
Transport & Infrastructure	To improve connectivity within Tees Valley across the Northern Powerhouse, the UK and the world and to ensure comprehensive access to superfast broadband.
Circular Economy	A cross cutting theme which has been adopted in to UK policy providing a means of mitigating wastage, ensuring local sourcing of materials and enhancing productivity.

3.17 The SEP includes a number of targets, impacts, outcomes and text which are of relevance to plan-making these are:

- Create 25,000 jobs across a variety of key sectors and add £2.8 billion of additional Gross Value Add (GVA) (at 2016 prices) between 2016 and 2026 (p.4, 18 and 39)
- Population growth of 40,000 new residents 6% between 2016 and 2026 (p.18, 39)
- ‘In the next 10 years we require in excess of 22,000 new homes to be built which is around 25% more than in the last 10 years’ (p.31)
- Revitalisation of important town centres
- Strategic transport priorities including an additional strategic road crossing over the River Tees, improved east-west connectivity along the A66, and an upgrade to the rail line from Northallerton to Middlesbrough.

3.18 Following the refresh of the SEP the TVCA have commenced on a series of sector action plans which aim to deliver the SEP aspirations. During the preparation of the publication draft Local Plan these were not available.

3.19 As noted above, Strategic Economic Plans are ‘not part of, or a substitute for, the local plan for an area which guides development decisions and it is important that they are not treated as such’. The Council has therefore progressed the Local Plan in accordance with the NPPF

and Planning Practice Guidance, where possible the Council has sought to identify where the Local Plan addresses the growth ambitions in the SEP.

### **Integrated Transport Authority**

- 3.20 The 2012 Local Planning Regulations set out 'each Integrated Transport Authority' (ITA) as a prescribed duty to cooperate body. This body does not formally exist within the Tees Valley, with some of these functions being co-ordinated or delivered by the Tees Valley Combined Authority. Indeed, in a number of areas where ITAs exist and Combined Authorities have been created, the ITA has been dissolved and the powers passed to the Combined Authority.
- 3.21 As a member of the Combined Authority, the Council is a key partner in the strategic delivery of transport provision across the Tees Valley and officers working on the Local Plan have been involved within relevant groups. As noted above, the relevant minutes of the Tees Valley Transport Advisory Group will be made available in the addendum to this statement.

## 4 Strategic Priorities and Cross Boundary Issues

### Housing

#### Strategic Housing Needs

- 4.1 The Housing Requirement paper notes the historic joint working which has been undertaken on SHMAs in the Tees Valley. These included the Tees Valley SHMA (2009) which concluded that ‘the pattern of housing markets in Tees Valley is complex’ and that the market included ‘several layers of the market overlaying each other’.
- 4.2 The Council commissioned a Strategic Housing Market Assessment (SHMA) to understand the housing needs for the Borough. This document corroborated the findings of the original SHMA that the HMA could be considered at a number of levels. The Council arranged a duty to cooperate session (4<sup>th</sup> April 2016) with adjoining Local Authorities to discuss at the earliest opportunity the emerging evidence on the housing market area, including 3 possible HMA options:
- 5 separate HMAs (the individual Tees Valley Local Authorities).
  - Darlington HMA plus a combined Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees HMA.
  - Separate Darlington HMA, separate Hartlepool HMA and a combined Middlesbrough, Redcar and Cleveland and Stockton-on-Tees HMA.
- 4.3 The views of the discussion were incorporated in to the study, which concluded that whilst it would be ideal to work on the basis of a HMA covering Stockton-on-Tees Borough, Middlesbrough Borough, and Redcar & Cleveland Borough, it was also appropriate to progress the Stockton-on-Tees Borough SHMA as a single HMA. This approach was also echoed by the evidence base of the other Tees Valley authorities’ SHMAs, which have been prepared on an individual basis.
- 4.4 The Draft Local Plan noted that the Council needed to take a ‘collaborative approach to meeting all housing needs with Middlesbrough and Redcar & Cleveland Councils’. This document also included a question which specifically stated that the Council will work with adjoining Local Authorities to translate the OAN into a housing requirement. Responses from the adjacent Local Authorities supported the approach taken in the draft Local Plan:
- Redcar and Cleveland Council - welcomed the intention for the Council to engage with Redcar & Cleveland and Middlesbrough Councils to convert the published OAN into a housing requirement for Stockton-on-Tees. Redcar & Cleveland Borough Council recognised the importance of working together to ensure that any cross boundary issues are dealt with in a satisfactory manner and that we have satisfied the duty to cooperate.
  - Middlesbrough Council recognised the challenges that Stockton faces, specifically in relation to housing supply and delivering on affordable housing requirements and note that one option for boosting the amount of affordable housing could be to increase the housing requirement. Middlesbrough Council identified they would await the preferred outcome, before commenting further on this issue.
  - Darlington Borough Council were reassured to see the confirmation of the Council’s intention to deal with housing need within the Borough and will continue to develop

their own Local Plan on the same basis with no intention to import or export housing numbers across our administrative boundaries.

- Hartlepool Borough Council recognised that Strategic Housing Market Assessments prepared for both authorities concur that their respective housing market areas are separate. Comments from Hartlepool therefore focused on the Wynyard area.
- Hambleton Borough Council were supportive of policy SD3 and also referenced the need for any future methodology for calculating the Borough's housing needs to consider any future nationally standardised approach to assessing requirements.

- 4.5 Since the draft Local Plan was subject to consultation (November 2016) the Council has sought to work proactively on this matter with neighbouring authorities, in particular Middlesbrough and Redcar & Cleveland Boroughs during the development of the Publication Local Plan. However, this collaboration was affected by the delayed publication of the Government's Housing Standardised Methodology.
- 4.6 At the Publication Consultation stage of the Local Plan all of the above Local Authorities provided supportive comments which are summarised in the Local Plan Consultation Statement. At the time of submission the Council had begun to progress a Statement of Common Ground with neighbouring authorities which related to the housing requirement. This will be submitted to the Planning Inspectorate at the earliest opportunity.
- 4.7 Following agreement of the HMA to be used in the SHMA, work commenced on identifying an Objective Assessment of Housing Need (OAN). A further duty to cooperate session took place on the 3<sup>rd</sup> May 2016, providing an opportunity for the findings and initial OAN results to be shared with developers and adjoining local authorities. No objections were raised regarding the adopted methodology in the SHMA, indeed Darlington Borough Council and Middlesbrough Borough Council also commissioned the Council's consultant to undertake their Strategic Housing Market Assessments, using the same methodology.
- 4.8 Council officers have also attended consultation sessions on OANs, in particular a session hosted by Middlesbrough Borough Council on the 9<sup>th</sup> February 2017. This explained that the Middlesbrough OAN, used the same methodology as Stockton-on-Tees Borough and was consistent with the Stockton-on-Tees Borough SHMA.
- 4.9 Respondents to the Draft Local Plan suggested that the SHMA incorrectly used population from Middlesbrough Borough to fill jobs in the Stockton-on-Tees Borough. This issue is discussed in detail in the Housing Requirement Topic Paper. In summary the Stockton ELR/SHMA identifies a surplus of 2,100 jobs between 2017 and 2032. However, the Middlesbrough SHMA identifies a surplus of workers over a similar period (2016 to 2034). Both SHMAs have consistent findings that there will be small changes in commuting patterns which will help to fill the jobs in Stockton-on-Tees Borough, in addition to double jobbing and a reduction in unemployment.
- 4.10 The SHMA also considers the implications of the original Strategic Economic Plan published in 2014. As noted above the Planning Practice Guidance states that, 'Strategic Economic Plans are not part of, or a substitute for, the local plan for an area which guides development decisions, and it is important that they are not treated as such. However, the commitment of local planning authorities to work collaboratively with Local Enterprise Partnerships across their area will be vital for the successful delivery of policies for strategic growth in their Local Plans.'

- 4.11 At the time of production of the SHMA the SEP was being refreshed. The new SEP identifies a number of targets which are considered in the Local Plan Housing Requirement Paper. These include the SEP statement that there is a need for 22,000 new homes in Tees Valley by 2026. The paper identifies that the published OANs and Local Plans of the Tees Valley local authorities may be sufficient to meet the aspirational figure identified in the SEP.
- 4.12 The Council is also aware that Hartlepool Borough Council, and Darlington Borough Council have all undertaken their own Objectively Assessed Need. Discussions with these councils has identified that there is no need for Stockton-on-Tees Borough Council to meet any unmet needs identified in these studies.
- 4.13 The SHMA also identified Gypsy and Traveller needs using the definition set out in national guidance. Darlington Borough Council are the only partner to have raised this issue with the Council stating that policy H5 of the document lacked clarity as to the need for Gypsy and Traveller sites. Darlington also identified that they were due to commission a new/updated gypsy and traveller needs assessment and asked whether the Council were going to update it's 2015 study.
- 4.14 The Council has considered this comment and has made adjustments to the Strategic Needs policy (SD2) to clarify this issue further by reflecting the evidence in the SHMA, this matter was discussed and agreed with Darlington Council officers in a Duty to Cooperate Meeting in July 2017.

#### Housing Site Selection

- 4.15 The location of major strategic housing allocations has been identified as an issue of key importance, particularly at sites which cross local authority boundaries. Emerging policy SD3 point 3 sets out that the Council will distribute housing in the most sustainable way, as discussed below. This element of the paper does not discuss highway issues, flood risk and other key duty to cooperate issues, except highways issues which relate to West Stockton and Wynyard.
- 4.16 The Stockton-on-Tees Council adopted Core Strategy (2010) gave priority to the redevelopment of 'previously developed land in the Core Area'. Development Plan Documents adopted by Middlesbrough Borough Council shared a similar principle building on strategic planning policy set out in the Regional Spatial Strategy. Whilst the approach of both councils now reflects a need for a broader variety of locations, the redevelopment and **regeneration of the river corridor or sites in close proximity to the main town centres** remains a key ambition of both councils.
- 4.17 The key site in this area is the Tees Marshalling Yard which crosses the administrative boundary with Middlesbrough Council. A working group has been established with representation from Tees Valley Combined Authority, Homes and Communities Agency, Stockton-on-Tees Borough Council and Middlesbrough Borough Council to co-ordinate delivery of the scheme. Whilst this work is progressing, the Council has taken a cautious approach to housing delivery at Tees Marshalling Yard, recognising the constraints in the area.
- 4.18 In addition to Tees Marshalling Yard, the Homes and Communities Agency submitted a representation to the Local Plan for land adjacent to Navigation Way. This site was already



identified in the emerging Local Plan and the Council has since granted planning permission for housing development.

- 4.19 Development of a Tees Valley Housing Investment Plan is under preparation which will identify the strategic investment priorities to support housing delivery within the Tees Valley over the medium term. Led by the Tees Valley Combined Authority, this plan is being developed collaboratively with HCA, Tees Valley Local Authorities and Registered Social Landlords.
- 4.20 Billingham, Eaglescliffe, Ingleby Barwick, Stockton, Thornaby and Yarm are the established main settlements in the Borough which together form the **main conurbation** in the Borough. A number of planning permissions and allocations are identified within these settlements and also as extensions to these settlements. Whilst there are a number of site specific issues related to these sites, duty to cooperate partners have not raised any major comments to these allocations.
- 4.21 As the largest town in the Borough, Stockton has been identified as the location for a strategic urban extension which will accommodate 2,150 houses. The **West Stockton Sustainable Urban Extension** site has been the subject of a strategic masterplan which was developed in partnership with ATLAS an independent advisory service which is sponsored by the Department for Communities and Local Government (DCLG) and hosted and delivered through the Homes & Communities Agency, a Duty to Cooperate Partner.
- 4.22 The Yarm Back Lane and Harrowgate Lane Masterplan sets out the principles of development at West Stockton. This was developed with significant involvement from Highways England, who advised the Council on the impact on the strategic road network, in particular the A66 junction at Elton Interchange which has led to the extension being limited to 2,150 houses, until major highways infrastructure works are undertaken at Elton Interchange.
- 4.23 During the preparation of the masterplan the Council held discussions with other duty to cooperate partners and statutory consultees on planning applications. These discussions raised minor issues which were taken in to consideration as part of the masterplanning process. No objections were submitted from duty to cooperate partners to the draft Local Plan regarding this site.
- 4.24 Since the mid-1980s **Wynyard** has emerged as a major location for new residential and employment development. The Wynyard area crosses the local authority administrative boundary with Hartlepool Borough and is in close proximity to the strategic road network operated by Highways England. The cross-boundary approach to green wedges at Wynyard is discussed in the Environment and Climate Change section of this report, whilst education implications are considered under the 'Education Infrastructure and School Catchments' section.
- 4.25 The planning history at Wynyard is complex, but prior to 2010 development proposals can be summarised in two broad areas:
- Wynyard Village – residential development south of the A689 including executive housing and a golf course. The original permissions in this area and Local Plan allocations have largely been built out.

- Wynyard Park – employment development north of the A689 for prestige development. The site includes the original Wynyard Business Park which was associated with Wynyard Village, along with an inward investment site which was previously occupied by Samsung. The ownership of the two sites were merged following the closure of the Samsung plant in 2004. Some of the original permissions in this area have been built out, whilst a number of the permissions have been partially implemented leaving a large amount of land with planning permission for employment development.

4.26 In contrast, the emerging Stockton-on-Tees Local Plan identifies Wynyard as a ‘sustainable settlement’ an approach which has been emerging since the Preferred Options of the RELP in 2012. Hartlepool Borough Council raised significant concerns regarding the sustainability of this approach at the preferred options (2012) and publication (2015) stages of the RELP. These comments were based on the provision of community facilities and public transport to the area and that locating new housing in the area would be unsustainable.

4.27 The Council considered these responses during the production of the RELP, and the Stockton-on-Tees Borough Draft Local Plan and regular meetings have taken place between the authorities as part of the plan making process and the determination of planning applications. This engagement resulted in Hartlepool Borough Council responding to the Stockton-on-Tees Borough Draft Local Plan that they are ‘supportive’ of the aspiration to create a sustainable community at Wynyard. Both Councils have agreed that a masterplan / delivery document is required to aid the delivery of new housing in the area.

4.28 Stockton-on-Tees Borough Council, Hartlepool Borough Council and Highways England are committed to working together to identify the solutions to deliver sustainable growth in the Wynyard area. It is anticipated that this work will be progressed via a masterplan or ‘delivery framework document’ which will guide future planning applications.

4.29 This collaboration will build on the work which has been undertaken so far to determine planning applications in the area which have been permitted by both local authorities. The history of these permissions is also complicated and is detailed, alongside relevant policy development in the area, in the summary included in the Duty to Cooperate Statement Addendum. The collaboration between the two local authorities has also been assisted by ATLAS who were engaged by the Councils in 2013 to support the determination of a number of planning applications in the Wynyard area.

4.30 These applications were recommended for approval at the Council’s planning committee on the 1<sup>st</sup> April 2014. The reports for both noted the joined up approach to determining the highway impacts of the proposals noting:

*‘Following the submission of the initial planning applications associated with this and other neighbouring developments a collaborative approach to derive the impact of the development was progressed with SBC (Technical Services), HBC, ATLAS (Advisory Team for Large Applications - Homes and Communities Agency), the Highways Agency (HA) and other developers. The wider impact on the network from this development and others has been tested using a VISSIM transport model.*

*The impact of each individual development has also been assessed using individual junction models to determine the likely impacts and to develop mitigation proposals associated with each development proposal in their own right.*

*Since the initial applications were submitted the modelling group has met frequently to agree trip generation, trip distribution, committed development and assessment processes. Partway through the process the Highways Agency identified that the A19 (in its existing form) could only accommodate 1,100 residential units in total. Hence the reduction in overall and individual site quantum related to the original planning applications.'*

- 4.31 As noted above the applications in the area were reduced to 1,100 dwellings which were split between Wynyard Village (500 houses) and Wynyard Park (400 houses in Stockton-on-Tees Borough and 200 houses in Hartlepool Borough). The applications were minded for approval subject to conditions and section 106 agreements which required highway mitigation including;
- Public transport improvements;
  - Delivery of a pedestrian footbridge or other appropriate pedestrian crossings of the A689
  - Improvements facilitated by £6.1 million of 'Pinch Point' funding was secured to improve the junction of the A19 and A689. This included Signalisation of roundabouts on the A689 and various access roads in to the Wynyard area.
- 4.32 Since these planning applications were minded for approval the councils have worked together to deal with a number of changing circumstances including:
- The cancellation of a proposed hospital at Wynyard Park which had been factored in to highway modelling;
  - Submission of revised development proposals at Wynyard Park due to complex legal agreements outwith planning. As a result decision notices for the original proposals discussed above are unlikely to be issued and the developments have progressed through the submission of individual planning applications for parcels within these areas; and
  - Further development proposals seeking new dwellings at Wynyard Park, including 200 new homes at Hartlepool, and 300 new homes in Stockton Borough.
  - Local Plan allocations seeking to increase the quantum of housing in the Wynyard area.
- 4.33 Arup were commissioned by SBC and HBC to rebase the Wynyard VISSIM model to 2016 and update the network to reflect recent highway upgrades. Surveys were undertaken to gather journey time, link flows and queuing data along the A689. The survey data was used to calibrate and validate the 2013 matrices to form 2016 base matrices. Three scenarios were tested using the new 2016 Base model. The current Committed Developments (Option 1), Proposed Developments (for live applications yet to be determined as Option 2), and the Local Plan allocation (Option 3), sites were tested in the VISSIM model to determine journey time and queue lengths for each scenario.
- 4.34 The results show that the addition of a third lane on the A19 over-bridge releases capacity on the network which reduces the critical eastbound journey time to below ten minutes.
- 4.35 The Council and Hartlepool Borough Council worked collaboratively to produce a Statement of Common Ground, which was also signed by Highways England. This provided a clear and concise statement on development at Wynyard and supported Hartlepool Borough Council at the Local Plan Examination in Public.

4.36 Furthermore, the Council is also aware and supportive of the Wynyard Neighbourhood Plan and have provided support to the group when requested in partnership with Hartlepool Borough Council. The plan is being prepared by Wynyard Residents Group on behalf of Grindon and Elwick Parish Councils, both of which cover the Wynyard area as well as a wider parish.

## **Economic Growth**

### Economic Growth Needs

- 4.37 The economic growth needs set out in the emerging Local Plan were identified by the evidence set out in the Town Centre Uses Study and the Employment Land Review (ELR).
- 4.38 The Council has considered the implications of the Strategic Economic Plan (SEP) in preparing the plan. This document was being refreshed while the ELR and Town Centre Uses study were being progressed. The fundamental aspiration to grow the number of jobs by 25,000 jobs across the Tees Valley remains and was considered in the Employment Land Review projections. The ELR considered the SEP and projected a need for 80 to 110 hectares of employment land between 2017 and 2032.
- 4.39 In the preparation of this study the Council held a stakeholder session (10<sup>th</sup> June 2016) where the Council invited the public and private sector to contribute to the ELR. The session was attended by officers from Redcar and Cleveland Borough Council and Middlesbrough Borough Council. A follow-on session was also held to brief neighbouring local authorities on the outputs of the retail study.
- 4.40 Council officers have also attended workshops related to employment land reviews / economic development needs assessments (EDNA) at Middlesbrough Borough Council (22<sup>nd</sup> March 2017) and Redcar & Cleveland Borough Council (22<sup>nd</sup> March 2016).
- 4.41 The Council has also prepared a Town Centre Use Needs study covering Stockton-on-Tees Borough only. Towards the conclusion of the study the Council held a session with adjoining Local Authorities (10<sup>th</sup> June 2016) to present the draft findings and seek input from adjoining authorities. The session was attended by officers from Redcar and Cleveland Borough Council and Middlesbrough Borough Council and the input of these stakeholders informed the findings of the study.

### Economic Growth Site Selection: Town Centre Hierarchy

- 4.42 The Local Plan sets out a hierarchy of centres including Town Centres, District Centres and Local Centres. Stockton Town Centre is the only town centre in the Borough, a designation which is long established and recognised by duty to cooperate partners.
- 4.43 The District Centres include Billingham, Thornaby and Yarm, locations which have been designated at this level in the retail hierarchy at least as far back as the Cleveland Structure Plan (1992). The Town Centre Use Study (2016) and the Local Centres Study (2017) provide evidence on the future role of centres across the borough. Whilst the town and district centres in the hierarchy are largely unchanged, Norton has been identified as a district centre in the emerging Local Plan. Furthermore, a number of Local Centres have also been designated in the Local Plan incorporating a mix of existing Local Centres and areas

previously designated as neighbourhood centres. The emerging plan does not include the neighbourhood centre designation.

- 4.44 This information was shared with neighbouring Local Authorities in Duty to Cooperate meetings in July 2017. Minutes of those meetings reflect that these parties were comfortable with these emerging designations and that the revised policy approach would not disrupt established shopping patterns in the Tees Valley.

#### Economic Growth Site Selection: Major Economic Growth Sites

##### ***North Tees & the Teesmouth and Cleveland Coast Special Protection Area***

- 4.45 Land on the north and south side of the Tees Estuary has long been considered an area of significant economic importance, providing development opportunities for the oil, gas, steel and chemical industries for a number of decades. The Tees Valley Combined Authority and adjoining Local Authorities recognise the strategic importance of this area as a major driver for economic growth, and are supportive of the aspiration to allocate land in the Local Plan.
- 4.46 There is a long history of collaboration relating to industrial expansion, with significant pieces of work including the North and South Tees Study (2009) and the Tees Valley Strategic Economic Plan. These documents have influenced the Council's approach to development in the area.
- 4.47 As noted above the South Tees Mayoral Development Corporation in Redcar and Cleveland Borough came in to force on the 1<sup>st</sup> August 2017. Whilst this body is still emerging in the future this will be a key sub-regional organisation and there may be cross-boundary issues. However, there are no published plans for the area and the Council has progressed on the basis that any future development will be consistent with the principles in the emerging Redcar & Cleveland Local Plan.
- 4.48 However, the area is also the location for a number of important ecological habitats, which are the subject of the following designations as defined by the NPPF:
- Special Areas of Conservation (SACs) – Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
  - Special Protection Area (SPA) - Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
  - Ramsar Site – Wetlands of international importance, designated under the 1971 Ramsar Convention.
  - Site of Special Scientific Interest – Sites designated by Natural England under the Wildlife and Countryside Act 1981.
- 4.49 In addition to the above, parts of the area are also recognised as Natura 2000 sites, which are a network of nature protection areas in the European Union. It is made up of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated respectively under the Habitats Directive and Birds Directive.

- 4.50 In the North and South Tees area, industry and the public sector have a strong track record of working together to solve issues, including the 'North Tees Agreement' which supported the Stockton-on-Tees Borough Local Plan (1997) and the more recent Tees Estuary Partnership which formed in 2016.
- 4.51 The Council has worked closely with Natural England and Tees Valley Unlimited (The LEP), and other interested parties to secure both economic and environmental gains and the Council kept a record of all engagement on this matter between 2010 and 2015. This statement is available in the Duty to Cooperate Statement Addendum. It was prepared by Tees Valley Unlimited officers and the Council, and has been shared with Natural England.
- 4.52 This engagement began during the examination in to the Council's Core Strategy where the issue of employment and environmental protection was discussed in detail. Whilst the Core Strategy was found sound, the document was amended to recognise that 'the Council has agreed to undertake a study in partnership with Natural England and the RSPB, to assess the potential for development in those areas to adversely affect the integrity of the SPA / Ramsar site'. It was intended that the study would inform the RELP, the allocations document which would be linked to the Core Strategy.
- 4.53 The study was completed in 2012 and identified a number of 'red' plots where land should not be allocated because of the impact of development on land which is of functional importance to the SPA. A number of green plots were also identified which could be taken forward for allocation in the area. However, the evidence identified that the development of this land would result in a cumulative impact on protected species. The displacement of these birds would require strategic mitigation to enable allocation.
- 4.54 The Council sought to take account of these recommendations by initially engaging with land-owners to find strategic mitigation. This included identifying site allocations at North Tees and a potential Strategic Mitigation site, which subsequently proved to be undeliverable. When this work did not provide deliverable mitigation, the Council removed employment land allocations at North Tees from the publication version of the RELP in February 2015.
- 4.55 During the summer of 2015 Natural England published a consultation document titled 'A possible extension to the Teesmouth and Cleveland Coast Special Protection Area'. This sought to significantly increase the size of the SPA to include additional land in close proximity to Tees Estuary and the River Tees corridor to Tees Barrage. However, the emerging designation did not cover any of the green plots / site allocations.
- 4.56 The concerns of Local Authorities and businesses about new environmental designations in the area potentially sterilising development sites and operational businesses, led to the creation of the Tees Estuary Partnership, a group which both Stockton-on-Tees Borough Council and Natural England actively participate in. Natural England intend to consult formally on an extended pSPA in November 2017.
- 4.57 The draft Stockton-on-Tees Local Plan Regulation 18 consultation (November 2016) included site allocations in the North Tees area, whilst also recognising in the reasoned justification that the sites may 'be constrained by sites of ecological importance because of the cumulative impact that development of this land could have on the SPA. This may lead to the allocations being removed as the Local Plan progresses.'

- 4.58 In response to this consultation Natural England provided a detailed response on the Local Plan. In order to explore this matter further and to determine whether or not to progress with allocations a meeting (22<sup>nd</sup> June 2017) was held between the Council and Natural England to understand the implications for the emerging Local Plan and the accompanying Habitats Regulation Assessment.
- 4.59 At the meeting the Council agreed to provide further evidence to support the Local Plan, which would be included in the Publication version of the HRA. This was passed to Natural England prior to publication of the Local Plan for comment. These comments informed the Habitats Regulation Assessment and the decision to retain the employment allocations in the Publication Local Plan.
- 4.60 Prior to publication of the Local Plan the Council shared further information with Natural England including the latest draft of the HRA and the draft Local Plan. During a conference call on the 8<sup>th</sup> September 2017 between officers of Natural England, Stockton on Tees Borough and the Council's HRA consultant, the approach was agreed and additional changes were made to the Local Plan, including the insertion of paragraph 6.27. At the end of the regulation 19 consultation Natural England provided supportive comments to the Local Plan, concluding that:

*'Natural England find the overarching strategic environmental aims of the Local Plan to be appropriate and relevant and therefore we consider the plan to be sound and legally compliant.'*

- 4.61 It is anticipated that following submission of the Local Plan, Natural England will submit the Tees Estuary SPA expansion documentation to DEFRA. A consultation is therefore likely to take place prior to the Local Plan examination. The Council intends to produce a Statement of Common Ground with Natural England to explain how this development has been considered in the plan and does not affect the soundness of the document.

#### ***General Employment Land***

- 4.62 The Council has explained to adjoining Local Authorities that it intends to over-allocate general employment land within the Borough against the strategic needs identified above. No objections or concerns have been raised. As the Local Plan site allocations will all be on plots within the boundaries of existing industrial estates across the Borough, no duty to cooperate issues have been raised by neighbouring local authorities.

#### ***Durham Tees Valley Airport***

- 4.63 Durham Tees Valley Airport straddles the Local Authority boundary with Darlington Borough Council and is a key sub-regional economic asset. The Local Plan seeks to protect the use of the regional airport, reflect the airport masterplan for the area and also identify the consultation boundaries for the area, relating to tall structures, impact of light, bird hazard risk and restricted zones at the edge of the runway.
- 4.64 The Local Plan policy was drafted in tandem with Darlington Borough Council and is consistent with an approach which was taken in that authorities now abandoned Making and Growing Places DPD. However, subsequent duty to cooperate meetings in July 2017 have established that Stockton-on-Tees Borough Council's approach remains consistent with that

previously agreed. At the time of submission a Statement of Common Ground was being prepared between Darlington Borough Council and Stockton on Tees Borough Council with the purpose to set out an agreed statement on the airport.

4.65 The Civil Aviation Authority (CAA) are also identified as a duty to cooperate partner. The CAA did not respond to the regulation 18 consultation on the Local Plan. The Council has actively sought a further response from the CAA to inform the Local Plan. The CAA responded with a guidance note from 2012 which includes the statement:

*‘The CAA does not normally comment on development plans, including unitary, scoping, environmental and mineral extraction, preferring aeronautical interests to represent themselves. It is there recommended that you direct your communication to any aeronautical site that may be affected by the development plan.’*

4.66 The Council has consulted the owners of the airport regarding the Local Plan and their comments are considered in full in the in the Consultation Statement which accompanies the Local Plan. In summary this representation does not raise issues relating to the operation of the airport and the operator strongly agrees with the inclusion of a site-specific policy in the draft Local Plan to ensure that there is clear planning framework to assist the delivery of new development at and around the airport. However, some comments were made on the specific working related to an economic growth allocation at the airport, which are considered in the consultation statement. This will be submitted to the Planning Inspectorate at the earliest opportunity.

### **Transport & Infrastructure**

4.67 The Infrastructure Strategy identifies the baseline provision for different types of infrastructure available in the Borough and that required to facilitate and deliver allocations and proposal in the Local Plan. The Infrastructure Schedule sets out the different infrastructure types and where that information is available, how and when and by whom it will be delivered. This is a ‘live’ document, updated from that which accompanied the Regeneration and Environment Local Plan and the Adopted Core Strategy and will be refreshed if required, prior to Examination.

4.68 Information to populate both the Strategy and Schedule has been gathered directly from the relevant bodies and organisations and is summarised below. Duty to Cooperate issues relating to Durham Tees Valley Airport are discussed above.

#### Transport Infrastructure including the Strategic Road Network, Local Road Network, Footpath and Cycleway and Public Transport Connections.

4.69 Stockton-on-Tees Borough Council is represented on the following sub-regional and regional forums for ensuring the co-ordinated provision of transport infrastructure:

- The Tees Valley Transport Planning Officers Group: Tees Valley Highways Officers meet on a regular basis.
- The Auto-link Liaison Group: Hartlepool Borough Council, Middlesbrough Borough Council. Stockton-on-Tees and Highways England Officers meet quarterly to discuss improvements to the A19.
- The Tees Valley Transport Advisory Group: Monthly meetings at Assistant Director / Director level.



- 4.70 Rail and Bus Network improvements are co-ordinated through liaison in the Tees Valley Combined Authority and have been incorporated in to the Local Plan where appropriate. There are no major schemes identified in the Local Plan related to the rail or bus network. The Council consulted the Office of Rail and Road (ORR) during the Regulation 18 Local Plan consultation, no response was received. The Council subsequently contacted the ORR for a further response and were informed that they had ‘...no comments and confirm that you have consulted with us under the requirements of a duty to co-operate under the Localism Act 2011’.
- 4.71 Through their involvement in these groups the councils have all been involved in the development of a number of schemes on the strategic road network, including:
- Widening of the A19 between Wynyard and Norton
  - Connecting Tees Valley: Improving Roads, Improving Lives (2017) which includes:
    - Potential routes for a new Tees Crossing to ease congestion and address current issues with journey times and delays,
    - Improved east to west connectivity on the A66 corridor to the A1(M), providing a consistent standard of route all the way to the international port at Teesport.
    - A19 widening between Norton and Wynyard, which is recognised as a nationally important strategic corridor and would promote economic growth in Tees Valley by unlocking major housing and development sites.
- 4.72 Stockton-on-Tees Borough Council (SBC), both directly and through Tees Valley Combined (TVCA), are cooperating closely with Highways England (HE) to develop a co-ordinated approach to considering the wider impacts of Local Plan proposals. SBC are using new ways of assessing the impact and opportunities arising from new developments.
- 4.73 TVCA, in cooperation with all the Tees Valley local authorities (including SBC), have compiled a development database which enables the impact of developments across the Tees Valley to be assessed. This provides inputs to both the Tees Valley strategic transport model and the HE’s modelling tools. The HE’s modelling tools include those that provide a more detailed coverage of the Tees Valley trunk road junctions through use of existing micro-simulation models and those shared by and owned by SBC. The HE have also developed a wider Meso-sopic transport model, which they have used as part of the Local Plan process to consider the wider impact of developments on their network in the Tees Valley.
- 4.74 The aim of this work is to combine all of the tools available to the Local Authorities, TVCA and HE to produce a robust Area Action Plan which identifies and prioritises the transport investments required to unlock the developments outlined in the authorityies Local Plans, HE’s route based strategies and the wider Tees Valley Strategic Economic Plan. This will continue to be maintained and updated as information related to development proposals changes, and the developments themselves come forward.
- 4.75 During the Publication Local Plan consultation Highways England raised concerns regarding the Local Plan, stating;

*‘Until we have had the opportunity to review the Tees Valley Area Action Plan, which is in the process of being updated and which we understand will form the key piece of evidence to support the transport infrastructure requirements for the Plan, we cannot confirm that the above process or similar robust process has been followed. Therefore, we cannot currently consider the Plan to be sound and consider that it fails the test of being effective and justified, due to these deficiencies. However, provided that the evidence can be completed prior to the commencement of the Examination and the conclusions ultimately support the Plans development and infrastructure aspirations and the provisions included within the Plan and the Infrastructure Strategy and Schedule, then Highways England should be in a position to be able to withdraw this representation.’*

4.76 At the time of submission this task is on-going. However, on-going and meaningful collaboration has and is taking place between all parties with the aim to finalise the Area Action Plan.

4.77 As noted throughout this statement, certain development sites have impacts on specific junctions on the Strategic Road Network, for example Wynyard. In these circumstances the Council has worked with Highways England and other affected local authorities to address issues at specific junctions.

#### A19 / A689 junction

4.78 The A19 / A689 junction is in close proximity to the Wynyard area and is also an important route to County Durham and the A1, North Billingham, Seal Sands and Hartlepool. The impact of development from Wynyard Park is considered in detail above and has included significant engagement with Highways England and Hartlepool Borough Council. In addition to considering the impact of development at Wynyard, the model considered relevant planning permissions and allocations in Hartlepool Borough at Wynyard and West Hartlepool, as well as background traffic growth which included increases in traffic between the A1 and A19, predicted housing growth at Sedgefield (Durham County Council area) and the Seal Sands area.

4.79 Consideration has been given to the opportunities to further increase capacity at the critical A19 (T) / A689 interchange. The following measures are considered to be deliverable within the timescale of the Local Plan, and offer the necessary enhancements to accommodate the additional traffic generated by the proposed allocation:

- Northern Overbridge: Widening of the carriageway across the northern overbridge to three lanes. This would offer the benefit of accommodating two lanes of traffic for vehicles travelling from the A689 (W) to the A19 (S). To facilitate this improvement measure, a new separate pedestrian bridge would need to be provided to the north of the existing overbridge;
- A689 / A19 (N) Dedicated Slip Lane: The provision of a dedicated slip lane for traffic travelling from the A689 (W) to the A19 (N). This would offer the benefit of providing an increase in capacity on the approach to the interchange from the west.

#### A66 Elton Interchange

4.80 This junction links communities in Eaglescliffe, West Stockton and Elton with the A66 which is a strategic east west element of the strategic road network. As noted above the Yarm Back Lane and Harrowgate Lane Masterplan limits the number of dwellings in the area until

major highways infrastructure works are undertaken at Elton Interchange. This would involve significant adjustment to the junction including replacement of the dumb bell roundabout arrangement on the interchange with a roundabout junction as well as additional improvements on the A66.

4.81 Highways England were engaged throughout this masterplan process and have commented in detail on the West Stockton extension during planning applications and the plan making process. During the development of the masterplan modelling work was undertaken which led to the agreement that only 2,500 (2,150 homes for allocations and 350 homes granted permission at Summerville Farm) new homes can be accommodated at the West Stockton through the delivery of amendments to the east facing slip roads on and off the A66[T] and signalisation of the dumb bell roundabout interchange that serves the slip roads.

#### A19/A174 Junction

4.82 Between May 2014 and June 2015 a £7.9million road scheme was implemented at this junction which involved upgrading of the traffic control system, widening of the carriageway on the A174, as well as widening of slip roads and the circulatory carriageway. The scheme also included a new roundabout on the A174 to serve Teesside Industrial Estate.

4.83 The Council has worked together with Highways England and Middlesbrough Council to understand the implications of development on the junction. The additional capacity created at the junction as a result of the scheme enables:

- Future economic growth development at Teesside Industrial Estate and the wider Tees Valley;
- Sufficient highway capacity to deliver the planning permissions at Ingleby Barwick which are referenced in the emerging Stockton-on-Tees Local Plan; and
- The westward extension of Middlesbrough as set out in the adopted Middlesbrough Housing Local Plan (2014).

#### Local Road Network

4.84 The Council has responsibility for non-trunk roads in the Borough and Highways England is responsible for the A66 and A19 – part of national Strategic Road Network (SRN). Housing allocations have been subject to either transport assessments/statements that look at each site specifically for impacts on the Local and strategic road network. have been assessed for transport infrastructure requirements and delivery secured either as part of planning permissions (and legal agreements) (for those re-affirmed) or assessed as part of the SHLAA process (2017). The Council's Transport Officers have and continue to work closely with Highways England.

4.85 North Yorkshire County Council did not raise any objections or issues with specific sites in the Local Plan. However, general comments were raised that:

- traffic impact upon the local highway network that could arise from site allocations be identified and considered.
- Where development has a material impact on North Yorkshire's local highway network NYCC, as LHA, request to be included in agreeing the scoping for the Transport Assessment (TA) and Travel Plan (TP).

- The NYCC LHA will continue to engage with Stockton-on-Tees Borough Council in its capacity as Local Planning Authority (LPA) to discuss any highway related cross boundary issues in line with the requirements of the Duty to Cooperate.

#### Education Infrastructure and school catchments

- 4.86 During the targeted consultation session North Yorkshire County Council (NYCC) requested that 'education infrastructure and school catchments' be added to the list of duty to cooperate issues which the Council had identified. During the regulation 18 consultation NYCC stated that they had 'Nothing significant relating to education identified at this stage'. As this issue was raised by NYCC Council officers sought further comments on this matter, but NYCC had nothing further to add.
- 4.87 The Council recognises the significant cross-boundary education implications of the expanding Wynyard settlement.
- 4.88 In terms of primary school provision the Council has worked with Hartlepool Borough Council in the determination of planning applications both authorities worked together to identify the level of education provision required and ensured that section 106 agreements were appropriately drafted to enable the school to be located either in Stockton-on-Tees Borough or Hartlepool Borough.
- 4.89 As a result Wynyard Primary, a free school, opened in temporary premises in September 2015. This has met the primary school educational needs of new development with planning permission and existing residents at Wynyard. Planning permission has been granted at Wynyard village for the permanent location of the school. The implications of further growth at Wynyard and it's implication on primary school provision will be fully considered as part of any future masterplan in the area.
- 4.90 No additional Secondary School provision has been secured at Wynyard through planning permissions. However, the Council is aware of draft proposals for a Secondary School at Wynyard by the Church of England Diocese of Durham. No firm location has been identified for the school and the Council's preferred approach is to address this matter through future masterplans.
- 4.91 Whilst they are not recognised formally as a Duty to Cooperate body, the Council has worked with the Education and Skills Funding Agency (ESFA) who were consulted on the Local Plan. The response to the consultation supports a number of policies in the plan, welcomes provision of education infrastructure at West Stockton and recognises the joint working which has occurred at Wynyard.

#### Health and Well-being Infrastructure

- 4.92 The Council has also sought the views of NHS England in the preparation of the plan. Engagement has taken place during the formal consultation when the Council received a letter from NHS Estates relating to the future of surplus NHS sites and outside of the consultation to understand the emerging views of the organisation.
- 4.93 In February 2016 and July 2017 NHS England confirmed that the CCG are the responsible commissioner of health services in the Stockton area and therefore would need to respond accordingly to the Council

- 4.94 The Council met with the Clinical Commissioning Group in March 2017 to discuss the Local Plan and to seek views on the Regulation 18 version of the Local Plan. The minutes of the meeting recorded that the CCG had reviewed the Local Plan prior to the meeting and were positive regarding the policies and sites within the plan.
- 4.95 The CCG explained the NHS Sustainability and Transformation Plan (STP) for Durham Dales Easington and Sedgfield, Darlington, Teesside, Hambleton, Richmondshire & Whitby, which would involve, amongst other things:
- The opening of an Urgent Care Centre at North Tees which will reduce pressure on Accident and Emergency Services
  - The creation of 6 Primary Care Hubs, 4 in Stockton-On-Tees Borough and 2 in Hartlepool.
- 4.96 Whilst the CCG did not comment on the regulation 18 version of the plan, as a valued Duty to Cooperate Partner the Council provided the CCG with an extended opportunity to comment on the plan which was received in July 2017. The CCG reviewed the Local Plan and consider the alignment of the CCG's Strategic objectives for 17/18 and beyond with the Council plans for Stockton-on-Tees.
- 4.97 The document was circulated within the CCG so that they are sighted on proposed areas of development, ensuring key aspects of the Local Plan are taken into consideration as part of the CCG's plans to improve local health service delivery working with the Council to maximise the benefits for the local population.
- 4.98 The CCG highlighted the successful history of working in partnership with Stockton Borough Council and the desire to continue to work in collaboration with the Council to explore and consider joint opportunities proposed within the plan. Further information is included in the Infrastructure Strategy.
- 4.99 A late response was received to the Publication Consultation. The Council has summarised this in the consultation statement and is passing the representation to the Planning Inspectorate. The response identifies two issues:
- The challenge of recruiting and retaining GPs to deliver current / future services and the potential for an international recruitment process.
  - New practice buildings will need to meet exacting standards for the delivery of clinical care. Current access to primary care capital is limited especially as the proposals do not feature in the CCGs Estates Strategy at this stage.
- 4.100 The response concludes by noting the collaboration between both parties, but notes the existing and future collaboration between the Council, the CCG and adjoining Local Authorities.

## **Environment & Climate Change**

### Mitigating and adapting to Climate Change, in particular the impacts of flooding

- 4.101 The 'Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain' was completed in 2008. This was a joint commission by the North East Assembly, Durham County, Durham City, Sedgfield Borough, Darlington Borough, Stockton-on-Tees Borough, Hartlepool Borough, District of Easington and Sunderland City

Councils, and Tees Valley Joint Strategy Unit. The study assessed the potential of the East Durham Limestone and Tees Plain wind resource areas to accommodate this type of development. The study identified a small area within and around the north west of the Borough, including land within the boundaries of County Durham, Hartlepool and Darlington authorities, as having some capacity for medium-small wind farm developments.

- 4.102 Due to a number of wind developments and planning applications coming forward in the above area, an Addendum Study was carried out to assess the cumulative impact of these wind farms and the likelihood of reaching saturation for the landscape. These studies are supplemented by the 'Stockton Renewables Phase One: Wind Study' (2009). Given these studies and national planning practice guidance, the Council has not identified any areas suitable for wind energy.
- 4.103 The Council is well aware of the potential for flooding across the Borough having experienced several flood events in recent years. The Council has sought to involve the Environment Agency in the development of the Local Plan including a duty to cooperate meeting during the regulation 18 consultation which informed the Environment Agencies response.
- 4.104 During this meeting it was agreed that the Council would update its Strategic Flood Risk Assessment (SFRA). The Environment Agency have been involved throughout this process from preparation of the brief for the study, agreeing the extent of functional floodplain to reviewing the Level 1 and 2 reports.
- 4.105 The response to the regulation 18 consultation was generally supportive of the strategy and policies in the emerging Local Plan. However, the response sought a number of amendments to the plan and confirmed the need for a new SFRA which would assess specific sites which are identified as being at flood risk. Where appropriate amendments have been made to the Local Plan to reflect comments made by the Environment Agency.
- 4.106 During the Regulation 19 consultation the Environment Agency considered that the Local Plan was 'unsound on the basis that it is not informed by a Sequential and Exception Test and up to date evidence base in the form of a SFRA'. However, the response to the consultation recognised that the SFRA is still under preparation and that there is on-going and meaningful engagement. This stated:
- 'We are in support of an update to the SFRA and any policy revisions, which the council are currently undertaking. We are working closely with the council on their SFRA and wish to be kept informed of future progress of this evidence base.'*
- We would be happy to assist the council, where possible, to review any documents / information when they become available. This information will hopefully contribute to resolving the concerns detailed above and subsequently be included in the local plan prior to it's consideration at examination.*
- We acknowledge that a lot of our other recommendations from the draft local plan consultation have been taken on board at the publication stage. Notwithstanding the above, there some strong policies which reflect the collaborative work with the Environment Agency and Stockton Borough Council in trying to achieve positive environmental benefits.'*

4.107 At the time of submission the Council is working to finalise the Strategic Flood Risk Assessment and is considering amendments suggested by the Environment Agency. The nature of amendments suggested is summarised in the Regulation 22 Consultation Statement.

#### Green Infrastructure and Natural Environment

4.108 The Local Plan evidence base includes a review of Environmental Designations. This considers strategic designations including green belt, strategic gaps, limits to development and green wedges. The review concludes that limits to development and green wedges should be specifically identified in the Local Plan and that rather than identifying strategic gaps the Local Plan should protect the open countryside between settlements to retain their individual identity.

4.109 The Council has referred to the review in Duty to Cooperate meetings with adjoining local authorities. The general consensus is that as green wedges have previously been identified in now revoked Tees Valley Structure Plans, the principle of this designation is long established. However, there are two areas where green wedge boundaries have cross boundary issues. These are:

- Wynyard – Hartlepool Borough Council have sought to include a green wedge boundary in the draft Local Plan. The justification for policy H3 of the draft Local Plan (para 5.30) recognised this issue and stated that the Council will consider the continuation of these boundaries in to the Stockton part of the settlement. This issue was discussed in January and July 2017 and the Council has included the assessment in its review of Environmental Designations. A green wedge was then identified in the publications Local Plan.
- Thornaby – An historic green wedge exists between this settlement and Middlesbrough, with the area split by the A19 and the administrative boundary between the two councils. The Council shared this element of the draft review with Middlesbrough Council and it has been established that the part of the green wedge within Stockton-on-Tees Borough remains an appropriate green wedge designation.

4.110 The Local Plan also identifies Green Infrastructure Corridors which are included in the Council's Green Infrastructure Strategy. The strategic corridors identified in the Borough are also long established and are consistent with the Tees Valley Green Infrastructure Strategy which is part of the Council's evidence base.

4.111 The MMO have been consulted on the development of the Local Plan and have received no objections to the plan from this organisation, with a standard response received to the Local Plan regulation 18 consultation in February 2017, and the RELP consultation in February 2015.

4.112 A more detailed response was received to the RELP preferred options in summer 2012, which was generally supportive of the emerging approach in that plan.

4.113 The Council has also worked in partnership with the Marine Management Organisation (MMO) to understand progress on the Marine Plan. This included attending the launch of the Marine Management Plan for the North East in 2016 and an event on 11<sup>th</sup> April 2016 which introduced marine planning and the marine plan. In July 2016, the Council attended the MMO's launch of a Call for Issues with Supporting Evidence and via workshops gave

comments and views on the challenges, opportunities and needs of the (marine) plan area over the next 20 years, and how the marine plans could address these.

4.114 The MMO are involved in the Tees Estuary Partnership process and to a highly significant extent, the Partnership is informing the detail of the MMO the Marine Planning Evidence Base.

4.115 The Natural Environment White Paper launched by the Government in June 2011, recognised that partnership working is the best way to achieve effective action for the natural environment. A key objective of this new approach is the formation of Local Nature Partnerships (LNPs), to work strategically to conserve biodiversity and improve the range of socio-economic benefits and services provided by a healthy natural environment.

4.116 In July 2012 The Tees Valley was one of now 47 LNPs to receive official government recognition. The purpose of an LNP is to:

- Drive positive change in the local natural environment, taking a strategic view of the challenges and opportunities involved and identifying ways to manage it as a system for the benefit of nature, people and the economy.
- Contribute to achieving the Government's national environmental objectives locally, including the identification of local ecological networks, alongside addressing local priorities.
- Become local champions influencing decision-making relating to the natural environment and its value to social and economic outcomes, in particular, through working closely with local authorities, Local Enterprise Partnerships (LEPs) and Health and Wellbeing Boards.

4.117 The Local Authority is a partnership member and has been actively involved in the following projects which are of particular relevance to the Local Plan.

- The Tees Valley Nature Partnership acts as the Local Sites Partnership in the Tees Valley. The partnership has produced a guidance document for the selection of Local Wildlife and Geological Sites in the Tees Valley in accordance with Defra (2006) guidance. The Local Sites guidance is based on local scientifically based knowledge within the partnership, with criteria covering 8 habitat types and 15 species/groups. This guidance has been used to designate sites and will provide information to monitor site conditions.
- In 2016 the Tees Valley Natural Networks and Opportunities Mapping was published. This work maps and collates information on important biodiversity sites and species across the Tees Valley. Based on this, and analysis of other data, TVNP have identified 6 broad 'landscape areas' for habitat conservation, restoration and creation. This forms the basis for a 'landscape scale' approach to planning for biodiversity.
- Within the larger landscape areas the Tees Valley Nature Partnership have undertaken work to identify Biodiversity Opportunity Areas which are key areas for potential biodiversity enhancement. This is where targeted maintenance, restoration, creation, mitigation and offsetting measures should be adopted to enhance biodiversity and in turn help to deliver a wide range of ecosystem services. Collectively the BOA's form a strategic network, representing a significant environmental asset for the Tees Valley.

4.118 Under the duty to cooperate Local Planning Authorities have completed a Tees Valley Nature Partnership 'Local Plan Assessment' which has been designed to form an important part of the duty to cooperate process and assess whether plans fulfil the requirements of the



NPPF/Natural Environment and Rural Communities Act 2006 and ensure consistency across the five Tees Valley local authorities. Following completion of the assessment, the Tees Valley Nature Partnership provided comments on the Draft Local Plan and recommended amendments. These amendments have been made where appropriate to do so.

#### Preserving and enhancing the enjoyment of the Borough's Historic Environment

- 4.119 The Council has a strong record of engagement with Historic England both on planning policy matters and specific heritage lottery funded schemes such as the Stockton Heritage in Partnership Scheme and Townscape Heritage Initiative.
- 4.120 To support the Regeneration and Environment Local Plan (RELP) Publication Draft, the Council prepared a Historic Environment Assessment which considered the implications for site allocations in that plan. This document was included as part of the sustainability appraisal of the RELP and specifically responded to concerns raised by Historic England (then known as English Heritage) at the RELP Preferred Options consultation (2012).
- 4.121 The Draft Local Plan (November 2016) was not supported by a Historic Environment Assessment, an issue which was central to representations by Historic England. In February 2017 officers from the Council and Historic England met to discuss the representation made to the Draft Local Plan. At this meeting, the Council state that the Historic Environment Assessment would be refreshed and updated to reflect the Draft Local Plan. The document was shared with Historic England in March 2017 prior to publication.
- 4.122 The Historic Environment Assessment forms part of the Sustainability Appraisal supporting the Publication Draft Local Plan. This statement was reviewed by Historic England during the Publication Local Plan Consultation. Historic England stated that:
- “We have previously commented on the draft Local Plan in January 2017. We have welcomed the opportunity to subsequently discuss our views with Stockton on Tees Borough Council, and to have further dialogue on particular aspects of the plan. We are very grateful for the positive and constructive way in which this consultation has taken place, and welcome the changes made to the Plan as a result of our comments.*
- As a consequence of these changes, we consider that the draft Local Plan now meets the key requirements of the National Planning Policy Framework (NPPF) in respect of the historic environment. We have only a few comments in relation to specific policies or supporting text where we feel that the Plan may be unsound, and these are outlined in the table attached.”*
- 4.123 Historic England suggested several minor amendments to the Local Plan, which are detailed in the consultation statement. The Council are considering these amendments which will be considered as part of the examination process.

## **5 Conclusions and Future Partnership Working**

- 5.1 The Council is committed to cooperation with other local authorities and public bodies in relation to strategic planning and cross boundary issues, particularly with the other Tees Valley authorities.
- 5.2 This statement demonstrates how the Council has participated in a number of joint projects with other authorities on key evidence base documents and has worked closely with key partners to ensure that the Local Plan includes appropriate policies and a robust evidence base for the Local Plan. The Council notes the significant contribution to the development of the Local Plan from the statutory bodies featured in this document.
- 5.3 These on-going discussions with neighbouring authorities will identify and resolve any outstanding issues. In relation to future cooperation, the Council will continue to work closely with neighbouring authorities, and those in the wider region and LEP area, on all identified strategic cross-boundary planning matters and will continue to collaborate with infrastructure providers.
- 5.4 The Council will continue to work together with key partners to react to changing circumstances throughout the remainder of the Local Plan development.
- 5.5 When work is concluded on the Stockton-on-Tees Borough Local Plan, there will remain a need to maintain cooperation and collaboration with others, both those named within the Localism Act and wider bodies with a statutory or other key role in implementation, to deliver the Strategy and when necessary review Local Plans.

## Appendix A – Duty to Cooperate Organisations

Body	Regulation Name/Type	Legislation	Regulation
Middlesbrough Borough Council	Local Planning Authority	Localism Act Section 33A (1)	-
Darlington Borough Council	Local Planning Authority	Localism Act Section 33A (1)	-
Redcar & Cleveland Borough Council	Local Planning Authority	Localism Act Section 33A (1)	-
Hartlepool Borough Council	Local Planning Authority	Localism Act Section 33A (1)	-
Hambleton Borough Council	Local Planning Authority	Localism Act Section 33A (1)	-
Durham County Council	Local Planning Authority	Localism Act Section 33A (1)	-
North Yorkshire County Council	Local Planning Authority	Localism Act Section 33A (2)	-
Other Local Authorities	Local Planning Authority	Localism Act Section 33A (1) / (2)	-
Environment Agency	The Environment Agency	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (a.)
Not Applicable	Integrated Transport Authority	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (j.)
Tees Valley Combined Authority	Local Enterprise Partnership	Localism Act Section 33A (9)	Local Plan Regulations (2012) Reg. 4 - (2)a & (3)
Historic England	Historic Buildings and Monuments Commission for England	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (b.)
Natural England	Natural England	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (c.)
The Civil Aviation Authority	Civil Aviation Authority	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (e.)
The Homes and Communities Agency	Homes and Communities Agency	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (f.)
Hartlepool & Stockton C.C.G.	Each Clinical Commissioning Group established under section 14D of the National Health Service Act 2006	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (g)
NHS England - North	The National Health Service Commissioning Board	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (ga)
The Office of Road and Rail	The Office of Rail Regulation	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (h.)
Highways England	Highway Authority as set out in Highways Act Section 1	Localism Act Section 33A (1) (c.)	Local Plan Regulations (2012) Reg. 4 - (1) (k.)
Marine Management Organisation	Marine Management Organisation	Localism Act Section 33A (1)(c.) /(3)(c.)	Local Plan Regulations (2012) Reg. 4 - (1) (l.)
Tees Valley Nature Partnership	Local Nature Partnership	Localism Act Section 33A (9)	Local Plan Regulations (2012) Reg. 4 - (2)b & (3)
Not applicable	<del>The Mayor of London</del>	<del>Localism Act Section 33A (1) (c.)</del>	<del>Local Plan Regulations (2012) Reg. 4 - (1) (d.)</del>
Not applicable	<del>Transport for London</del>	<del>Localism Act Section 33A (1) (c.)</del>	<del>Local Plan Regulations (2012) Reg. 4 - (1) (i.)</del>

If you would like this information in any other language or format for  
example **large print** or audio please contact the

'Economic Strategy and Spatial Planning Team' on 01642 526050

إذا كنت ترغب الحصول على هذه المعلومات بلغات أو بأشكال أخرى على سبيل المثال  
بالطبعة الكبيرة أو بالشريط المسجل فالرجاء الإتصال 'بدايفرستي تيم'  
على هاتف رقم

ARABIC

اگر شما این اطلاعات را به زبان یا شکل دیگری مثلا چاپ بزرگ یا بصورت صدا  
میخواهید لطفا با تیم دایورسیتی (گوناگونی)

با شما ر به تماس شوید

FARSI

Si vous souhaitez obtenir ces informations dans d'autres langues ou sous un  
autre format, par exemple, en gros caractères / version audio, veuillez  
contacter l'équipe au n°

FRENCH

ئەگەر حەزرت لێ یە ئەم زانیاریە بە دەستت بکەوت بە زمانەکانی تر یان بە شێوەیەکی تر بۆ نمونە  
چاپی گەورە/یان بە تیبیی تۆمارکراو تکایە پەیوەندی بکە بە 'تیمی داڤیفرستی'  
لە سەر ژمارە ی تەلەفۆن

KURDISH

欲要這份資訊的其它語言版或其它版式例如大字體印刷/錄音帶，請  
致電 接洽 '多元化隊'

CHINESE

ਜੇ ਤੁਸੀਂ ਇਹ ਜਾਣਕਾਰੀ ਕਿਸੇ ਹੋਰ ਬਣਤਰ ਜਾਂ ਬੋਲੀ ਵਿੱਚ, ਵੱਡੀ ਛਪਾਈ ਵਿੱਚ ਜਾਂ ਟੇਪ/ਸੀ ਡੀ 'ਤੇ  
ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ

ਹੁੰ

ਨਿਬਰ ਉੱਤੇ ਫੋਨ ਕਰੋ।

PUNJABI

اگر آپ ان معلومات کو کسی بھی اور زبان یا انداز، مثلاً بڑے پرنٹ/آڈیو ٹیپ وغیرہ میں حاصل کرنا چاہیں، تو 'ڈاویفرسٹی ٹیم'  
کو اس نمبر پر فون کیجئے

URDU

