



Redcar & Cleveland Submission Local Plan April 2017

Duty to Co-operate Statement



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1 Introduction

- 1.1** The Local Plan is being prepared to replace our existing planning policy framework, currently contained within the Local Development Framework Core Strategy and Development Policies Development Plan Documents. It sets out the long-term development strategy for Redcar and Cleveland, for a variety of different types of development including housing, employment, retail and town centres, the natural and built environments, and transport.
- 1.2** The Duty to Co-operate (the Duty) is set out in Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 of the Localism Act 2011). This applies to all local planning authorities (LPAs), county councils in England and to a number of other “prescribed” bodies. Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out who those “prescribed” bodies are.
- 1.3** Local planning authorities, county councils and other “prescribed” bodies are required to co-operate with each other to address strategic matters relevant to their areas in the preparation of a development plan document. The new duty relates to sustainable development or use of land in connection with infrastructure which is strategic and that would have a significant impact on at least two local planning areas.
- 1.4** The Duty requires:
- Councils to set out planning policies to address such issues;
 - Councils to consider joint approaches to plan making; and
 - Councils and public bodies to “engage constructively, actively and on an ongoing bases” to develop strategic policy.
- 1.5** Paragraph 181 of the National Planning Policy Framework (NPPF) sets out the strategic priorities where collaboration amongst public bodies is expected and gives further guidance on “planning strategically across local boundaries”.
- 1.6** The NPPF states that strategic priorities across local boundaries should be properly co-ordinated and clearly reflected within individual Local Plans. These strategic priorities are:
- The provision of retail, leisure and other commercial development;
 - The homes and jobs needed in the area;
 - 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;
 - 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.

- 1.7** Local planning authorities are expected to be able to demonstrate evidence of having successfully cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. The NPPF also highlights the importance of joint working to meet development requirements that cannot be wholly met within a single local planning authority area, through either joint planning policies or informal strategies such as infrastructure and investment plans.
- 1.8** This is reinforced within the National Planning Policy Guidance (NPPG) published in 2014, which sets out what is required and gives further guidance on the Duty to Cooperate, including that local authority officers and councillors have an important role to play in the process and that the Duty requires active and sustained engagement, working together constructively from the outset of plan preparation.
- 1.9** The outcome of this continual process of engagement is that plans are put in place to provide the land and infrastructure necessary to support current and projected future levels of development.
- 1.10** The public bodies relevant to Redcar and Cleveland as listed in Part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012 are:
- Environment Agency
 - Heritage England
 - Natural England
 - Civil Aviation Authority
 - Homes and Communities Agency
 - Primary Care Trusts (now the Clinical Commissioning Group)
 - Office of Rail Regulation
 - Highway Authorities
 - Highways England
 - Marine Management Organisation
- 1.11** This Statement of Compliance with the Duty to Co-operate accompanies the Publication version of the Redcar & Cleveland Local Plan, referred to as “the Local Plan” in this statement. It outlines those main areas where Redcar & Cleveland has sought to work collaboratively with other planning authorities and organisations throughout the preparation of the Local Plan and provides evidence to support the requirements of the Duty to Cooperate.
- 1.12** Section 2 sets out what the Council considers to be the strategic priorities and relevant cross-boundary issues. Section 3 of the statement considers each of the different stakeholders in turn, outlining how and why collaborative working has taken place. Section 4 addresses future partnership working.

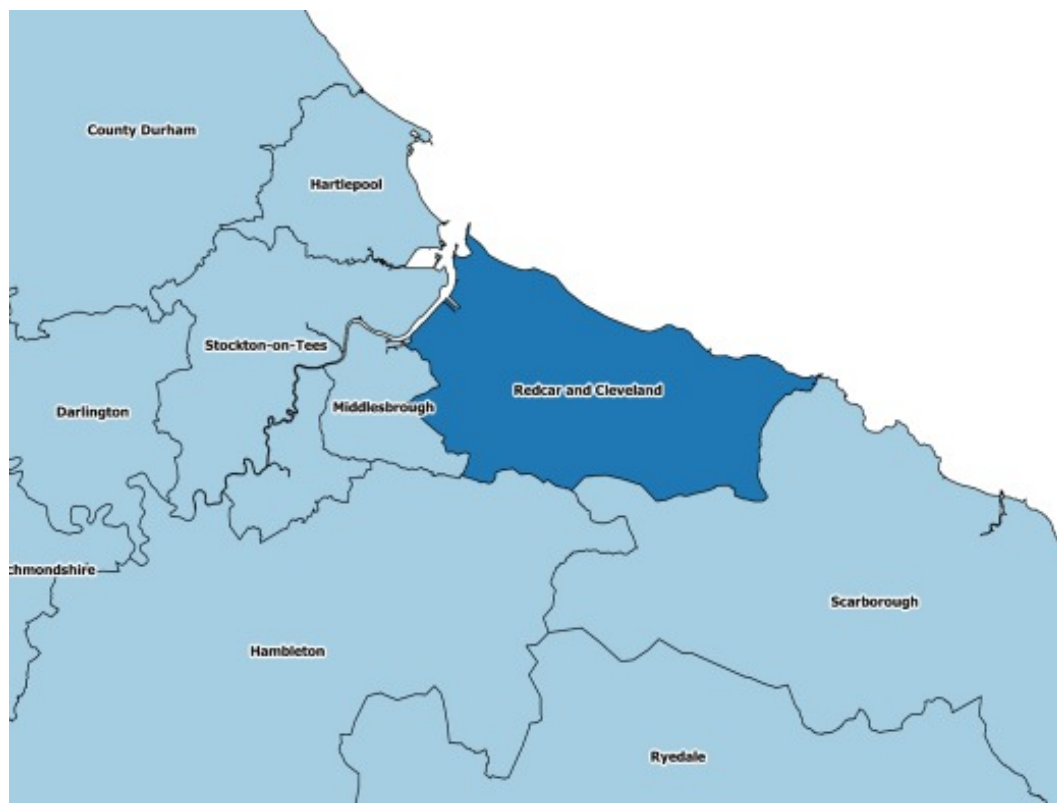
2 Strategic priorities and main cross boundary issues

- 2.1** The NPPF highlights that local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities as set out in paragraph 1.6 above.
- 2.2** Redcar & Cleveland Borough Council has a long and successful track record in working with key partners, adjoining local authorities and infrastructure providers to identify and deal with matters of a strategic nature. The Council has many established avenues for co-operation on cross border and strategic planning issues. There are long established forums, including those which meet regularly at the Tees Valley level, many of which were set up prior to the introduction of the Duty to Cooperate, which have a successful track record of working together to deliver sustainable development that reflects the visions and aspirations of local communities across the Tees Valley.
- 2.3** Redcar and Cleveland Borough Council has engaged at all stages of plan production with neighbouring local authorities with shared administrative boundaries and also with other Prescribed bodies and infrastructure providers. This process started in 2012 when the Council commenced work on the new Local Plan. Much of our work around collaboration goes back then when the initial issues were identified and addressed through Local Plan Scoping Report in 2012 and the first draft of the Local Plan, which was produced in 2013. Through this version of the Plan, we have built on and continued this high level of collaboration to prepare and inform the Plan.

Geographical context

- 2.4** Redcar and Cleveland is a single tier unitary authority. It is located within the Tees Valley within the North East of England and has a population of 135,200 (2011 Census). The borough is located south of the River Tees. The Redcar and Cleveland Local Plan will not cover the whole of the borough; the part that is within the North York Moors National Park is covered by a separate plan prepared by the National Park Authority.
- 2.5** Redcar and Cleveland has boundaries with three local authorities in the Tees Valley - Middlesbrough is to the west and Stockton and Hartlepool to the north, though separated by the River Tees. Darlington is further to the west but form together with the these other local authorities to make up the Tees Valley Sub Region. Redcar and Cleveland also has a boundary with Scarborough and Hambleton to the south and also the North York Moors National Park, which straddles Redcar and Cleveland, Scarborough and Hambleton as well as Rydale further to the south.

Neighbouring Local Authorities



- 2.6** Even though a large part of Redcar and Cleveland's boundary is shared with Scarborough Borough Council and Hambleton District Council and also the North York Moors National Park, which includes parts of the borough's of Scarborough, Redcar and Cleveland and the district of Hambleton, the rural nature of the area around the southern part of the borough and beyond have meant that there has been few cross boundary issues of a strategic nature identified between the local planning authorities. The only main issue that has been raised with the local authorities to the south is over the need to protect the existing landscape and views north across Redcar and Cleveland from the National Park. As detailed later within this Statement, these matters have been addressed through Policies SD6 (relating to the location of renewable energy proposals) and N1 relating to developments within sensitive landscapes.
- 2.7** The majority of issues of a strategic nature have been with the other Tees Valley local authorities, including Middlesbrough, Stockton, Hartlepool and to a less extent Darlington. This has been reflected through the joint partnership working during the development of the Local Plan and also in other strategic planning levels such as the work undertaken at the sub-regional level through the Tees Valley Combined Authority.
- 2.8** Table 1 provides a summary of the latest positions of neighbouring Local Planning Authority Local Development Framework/Local Plan reviews.

Table 1 Neighbouring Local Planning Authorities

Planning Authority	Local Plan Review Position (April 2017)
Scarborough Borough Council	Examination completed (January 2017)
Hambleton Borough Council	Preferred Options (October 2017)
North York Moors National Park Authority	The First Steps Document (September 2016)
Stockton-on-Tees Borough Council	Draft Local Plan (November 2016)
Hartlepool Borough Council	Submission Local Plan (March 2017)
Darlington Borough Council	Issues and Options (May 2014)
Middlesbrough Borough Council	Scoping Report (January 2017)

- 2.9** Redcar & Cleveland Borough Council has identified through discussions with adjacent authorities that cross-boundary issues are limited in nature. Nevertheless, the Council did identify a number of Duty to Cooperate matters that needed to be considered during the development of the Local Plan.

Housing

- 2.10** The Redcar & Cleveland Strategic Housing Market Assessment (SHMA) was first published in February 2016 and considered the Housing Market Area of Redcar and Cleveland. The consultants who undertook the SHMA engaged with key stakeholders during its preparation including planning and housing representatives from other Tees Valley authorities and the Registered Provider sector.
- 2.11** Since the SHMA was published, the Office for National Statistics released updated based population projections. As such, and to ensure the Local Plan was based on the most up to date and sound evidence an addendum to the SHMA has subsequently been produced. The purpose of the SHMA Update 2016 is to update the evidence base relating to Objectively Assessed Housing Need.
- 2.12** Through the production of an Objective Assessment of Housing Need (OAN) and the SHMA, the Council has considered the extent to which housing is a strategic, cross-boundary matter. In particular, consideration has been given as to whether there is a requirement for the Local Plan to accommodate unmet housing need from neighbouring areas and, conversely, whether the Council requires an element of its own housing needs to be met by one or more neighbouring authority. The SHMA describes Redcar and Cleveland as a broadly self-contained housing market and concludes that Redcar and Cleveland is an appropriate housing market area for the purposes of Local Plan policy making and this is reflected in the Local Plan.

- 2.13** The SHMA considered Redcar & Cleveland's housing need in the wider context of the other Tees Valley local authorities. An alternative market geography that included Redcar & Cleveland in a wider 'Tees Valley Housing Market Area' would have been an equally justified Housing Market Area. Such a wider Housing Market Area would have had to include Middlesbrough, because it is the local authority most closely linked to Redcar & Cleveland through migration and commuting. However, Middlesbrough has a new Local Plan that was adopted in 2015, and therefore is not currently in a position to progress a review of housing needs. It would not be sensible to define an Housing Market Area involving Redcar & Cleveland that involved other boroughs, but excluded Middlesbrough. In these circumstances the pragmatic approach was for Redcar & Cleveland to proceed alone, on the basis that its level of migration self-containment satisfies the benchmark set in the PPG. Meetings with planning officers at Middlesbrough for this Draft Local Plan were held between 2012 and 2016. Middlesbrough Borough Council supports the proposed Housing Market Area and also the Local Plan housing requirement figure set out in Policy H1.
- 2.14** Determination of the Housing Market Area and housing requirement figure has also been discussed with and agreed between with the other Tees Valley local authorities the North York Moors National Park Authority, Scarborough Borough Council and Hambleton District Council.
- 2.15** As a point of fact, no Local Authority has raised objections to Policy H1 or the other housing policies and the Council has also not been formally approached to meet the housing needs of any neighbouring planning authority. Notwithstanding this, the Council will continue to work in partnership with neighbouring local authorities as other areas develop their Local Plans, in particular Middlesbrough Borough Council as they develop their Draft Local Plan during 2017.
- 2.16** The Council has regularly prepared and updated its Strategic Housing Land Availability Assessment (SHLAA) on an annual basis since 2008. As part of this work to assess the sites put forward during the annual "Call for Sites", constructive dialogue with the Prescribed Bodies has been undertaken on a regular basis with inter alia Environment Agency, Highways England, the Highways Authority and other key bodies such as Northumbrian Water Ltd and the Coal Authority. A steering group was originally set up involving a range of Council Officers as well as representatives from registered providers, housing developers, estate agents and others. This dialogue has helped to group the sites into five year periods across the Local Plan period and advise on potential yields from sites and on and off site constraints. The SHLAA (2016) shows that Redcar and Cleveland Borough has enough deliverable and developable housing sites to deliver the objectively assessed housing need identified in the latest SHMA.
- 2.17** The findings of the SHMA (February 2016) and the SHMA Update (December 2016) have also been discussed at meetings of the Tees Valley Planning Managers Group. There has been general agreement from those attending these meetings that Redcar and Cleveland is a self-contained housing market area. The allocated sites in the Local Plan has also been discussed at the

Planning Managers Group and also with each individual local authority. No objections or major concerns have been raised over any of the site allocations close to the boundary with other local authorities other than the potential impact of housing sites on the local road network on the boundary with Middlesbrough, which was resolved through the Strategic Transport Assessment discussed later in this Statement. Therefore, and factoring in the findings of the SHLAA, there are no strategic sub-regional or regional housing issues relating to unmet housing need arising from the findings of the housing evidence base that supports the Local Plan.

- 2.18** Collectively, this ongoing engagement has principally informed the development of policies H1 and H3 of the the Local Plan.

Economic Development

- 2.19** A number of issues surrounding economic growth have been identified and need to be resolved. Whilst we are still recovering from recession, the economic landscape of Redcar can Cleveland remains fragile. There is a need to rebalance the economy away from the public sector. In particular, we will need to look primarily towards the private sector to generate jobs to replace those lost in the public sector. There is a need to develop more indigenous SMEs with high growth ambition and to attract more Foreign Direct Investment in priority sectors. As well as continuing to improve our productivity, innovation and exports, the area needs to create more and better jobs as levels of unemployment are relatively high. To unlock future growth there is also a need to improve connectivity through investment in new and improved infrastructure.
- 2.20** These are common issues faced by all the Tees Valley local authorities and, as such, are difficult for each local authority to solve on its own. For this reason, these types of issues are dealt with at a sub-regional level through Tees Valley Unlimited and more lately the Tees Valley Combined Authority.
- 2.21** Tees Valley Unlimited (TVU) is the Local Enterprise Partnership (LEP). The LEP is a cross-sector partnership with membership drawn from the public sector⁽¹⁾, the private sector, as well as higher and further education, whose vision is to deal with cross-boundary issues and promote and develop economic growth in the Tees Valley. Being one of the first Local Enterprise Partnerships in the country to gain Government approval, TVU has, since its inception in 2011, forged an excellent reputation for engaging with the business community. In the last 5 years, TVU have also secured a significant amount of Government funding which has helped businesses across a wide range of sectors.
- 2.22** To help deal with the cross boundary issues identified, TVU published the Strategic Economic Plan in 2014. The overarching aim of the SEP is to work collaboratively to build on competitive advantages and remove barriers to growth. Following the creation of the Tees Valley Combined Authority, the

1 the five Constituent Authorities include Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees Borough Councils

SEP was updated in 2016⁽²⁾. To develop the SEP, a working group was set up called the Tees Valley Unlimited Management Group, which consists of representatives from each Tees Valley local authority, key industries and the third sector.

2.23 As the overarching economic plan and Industrial Strategy for the Tees Valley, the refreshed SEP provides a framework for economic development for the Tees Valley sub region to deliver our six growth generating themes including:

- **Business Growth:** Further increase jobs and business density through targeted support to create and attract new companies and to grow businesses and sectors with high growth potential;
- **Research, Development, Innovation & Energy:** Further enhance productivity in all core sectors through the commercialisation of knowledge;
- **Education, Employment & Skills:** Ensure a labour market which meets the needs of local business and supports the lifetime opportunities of all our residents;
- **Place:** Promote the Tees Valley as the preferred location in the UK for energy intensive indigenous firms and Foreign Direct Investment and create the conditions necessary to attract businesses and individuals with a focus on vibrant town centres;
- **Culture:** Change the external perceptions of Tees Valley through the arts, cultural and leisure offer, create places that attract and retain businesses and business leaders and make the area an attractive place to live, work and visit; and
- **Transport & Infrastructure:** Facilitate local, regional , national and international road, rail and broadband connectivity through collaborative investment in physical infrastructure.

2.24 Following detailed negotiations between the Tees Valley Local Authorities and Government, a devolution deal worth £450 million over 30 years was signed in October 2015. Equivalent to an additional £15 million per year, the deal also provides for the transfer of significant powers for employment and skills, transport and investment from Central Government to the Tees Valley through the Tees Valley Combined Authority. A new fund (the Single Pot) has been created to deliver a programme of investment in the region over the 30 year period, and the establishment of a Mayoral Development Corporation. The proposals set out in the Tees Valley Powerhouse Plan (September 2015)⁽³⁾, which served as the framework for devolution discussions with Government, are now fully incorporated into a number of the thematic areas of intervention in the refreshed Strategic Economic Plan.

2.25 Tees Valley works in conjunction with a broad range of partners, including Redcar and Cleveland Borough Council, and funding opportunities to deliver the SEP including the Growth Deal and the Local Growth Fund and the

2 <https://teesvalley-ca.gov.uk/what-we-are-delivering/key-strategies/strategic-economic-plan/>

3 <https://www.redcar-cleveland.gov.uk/pdf/Tees%20Valley%20Powerhouse%20Plan%20-%20Executive%20Summary.pdf>

European Structural and Investment Funds (2014-20). Tees Valley has secured over £96 million through the first two rounds of the Local Growth Fund (LGF) to encourage economic growth.

2.26 Since the publication of the Strategic Economic Plan, the Tees Valley Combined Authority has developed an Investment Plan for the Tees Valley⁽⁴⁾. In total, a minimum investment fund of £464 million will be available for investment in 2017-21; covering the period of office of Tees Valley's first elected Mayor, to be elected on 4th May 2017. The fund will support a number of programmes including:

- A Quality Jobs Programme to support residents in gaining new skills, create quality jobs and support people into them;
- A Business Growth Programme to attract and support new businesses and support companies with their growth plans;
- Schemes to develop our cultural assets and grow our visitor economy;
- Transport investment to improve connectivity within the Tees Valley, the UK and the world; and
- An infrastructure programme to unlock sites for further housing and business.

2.27 The priorities established in the Investment Plan have been set by agreement between the Combined Authority leaders, in partnership with the Local Enterprise Partnership, and developed with a wide range of other bodies across the Tees Valley. This plan should also reflect the progress the Tees Valley local authorities are determined to make over the coming years including delivering transformational programmes, securing greater transfer of funding, powers and responsibilities from London and also influencing the UK's Industrial Strategy.

2.28 In October 2015 Tees Valley faced one of its greatest economic shocks, with the closure of the SSI Redcar Steelworks. The former steelworks sits within a wide area, covering approximately 4,500 acres of industrial land and is located within the South Tees area. Most of the site is located within Redcar and Cleveland but due to the scale of the site and the importance of the site across the Tees Valley, it was decided that the re-development of the site would be better dealt with at a sub-regional level, overseen by the Tees Valley Combined Authority. It was therefore agreed with government in the devolution deal that the South Tees area would benefit from the first Mayoral Development Corporation outside London, to be established by the Combined Authority under new legal powers. The South Tees Development Corporation was formally established by law in March 2017 and the Council will work with the Corporation to bring forward a masterplan for the reclamation and future development of this site. This position is now reflected in Policy ED6 (as a Main Modification).

2.29 In 2016, the Redcar & Cleveland Employment Land Review (ELR) was updated as the previous study (prepared in 2013) was considered out of date.

4 <https://teesvalley-ca.gov.uk/wp-content/uploads/2017/03/Investment-Plan-March-2017.pdf>

2.30 This updated ELR draws from the above sub-regional studies and strategies in terms of ensuring consistency with the policy objectives and developing and testing the various forecasts the scale of employment growth in the borough. Hence, the ELR assessed the supply, need and demand for employment land and premises (use class B) in Redcar and Cleveland. In order to test the emerging conclusions of the study with Redcar & Cleveland's Duty to Cooperate partners, as well as key local businesses and stakeholders, a workshop session was held on March 22nd, 2016. The session was also used to discuss, in broad terms, the future level of demand for employment space that the study should plan for and some of the key policy choices presented by the emerging analysis of the demand-supply balance in the Borough. The workshop was facilitated by consultants NLP and attended by Council officers, as well as a range of stakeholders from the public and private sector. Some of the key messages arising from this workshop, which have been used to develop the economic development policies in the Local Plan included:

- The Borough's main economic strengths are focussed around the key economic assets of the process industries and the port. It was considered to be critical that the Local Plan ensures the provision of sufficient land to support the success of these assets;
- Stakeholders highlighted that the cost of providing comparable facilities to the deep water port at Teesport and existing infrastructure at Wilton would be extremely high. This, coupled with their importance in attracting investment and jobs to the area, was highlighted as another reason to safeguard available land in such locations;
- Attendees agreed that the need for specialist use sites should be considered separately from the demand for general employment space. It was suggested that Local Plan policies should acknowledge the importance of sites such as Teesport and Wilton and ring-fence them in order to avoid the encroachment of general industrial development that could be accommodated elsewhere in the Borough;
- Demand for land and premises is typically strongest in those areas located closest to and with good access to the Stockton/Middlesbrough conurbation;
- It was suggested that access to Teesport (currently via a single road) is seen as a constraint of the area; and
- It was suggested – by the development industry – that mixed-use schemes, where appropriate, could help to cross-subsidise the speculative development of new space.

2.31 At the ELR workshop, it was also generally accepted that Redcar and Cleveland shares the strongest functional economic relationships with Middlesbrough and, to a lesser extent, Stockton. As such, it was suggested

that the existence of any over or under supply of employment land in other surrounding local authority areas (such as Hartlepool and Scarborough) is unlikely to have a material impact upon the market dynamics of the borough.

- 2.32** Middlesbrough Borough Council indicated that there is an emerging shortage of employment land in the area and that this presents a risk that it could become increasingly difficult to accommodate large enquiries moving forwards. It was suggested that this could create a need to 'export' enquiries to locations elsewhere in the Tees Valley and that this could present an opportunity for neighbouring local authorities such as Redcar and Cleveland (particularly in the west of the borough). It should, however, be noted that an analysis of the data available did not appear to support the existence of a quantitative shortfall of land.
- 2.33** The outcomes from the discussions at the ELR workshop and the ongoing collaboration with the Tees Valley Combined Authority has been used to inform the development of the Economic Development policies, ED1 to ED13.
- 2.34** The Local Plan is not seeking to deliver significant growth in the retail sector and as such, retail is not considered to be a strategic cross-boundary issue. Policy ED1 states that new retail developments will be focused in town and district centres and any proposals which would increase floor space of an existing centre by 10% would need to be supported by the retail impact assessment. Also, any proposal for a main town centre use will need to follow the sequential assessment approach set out in the NPPF. This policy will ensure that new retail developments do not have a negative impact on existing centres, both in Redcar and Cleveland and in neighbouring authority areas.

Environment

Green infrastructure

- 2.35** The Tees Valley Green Infrastructure Strategy 2008 was prepared by the Tees Valley local authorities and its partners, which included Tees Valley Unlimited, Natural England, and the Environment Agency to see how green infrastructure can play a key role in helping to achieve the economic and sustainable vision for the Tees Valley. The vision for this strategy is by 2021 to develop a network of green corridors and green spaces in the Tees Valley. The strategy identifies a number of agreed strategic green infrastructure corridors, including along the coast and the River Tees, which link our borough with neighbouring authorities.

National Park

- 2.36** Redcar and Cleveland is fringed by the North York Moors National Park (NYMNP). The Council have a duty to have regard to the National Park Purposes, as set out in the 1949 National Parks and Countryside Act (as amended by the 1995 Environment Act). The special qualities of the National Park are identified in the North York Moors Management Plan (2012) which sets out the vision, strategic policy and outcomes for the future of the Park. The Local Plan policies, mainly through Policy N 1 will ensure that development does not impact detrimentally on the special qualities of this nationally

important area. In preparing the Local Plan, including previous drafts, the Council have worked with Planning Officers from the NYMNP to ensure appropriate wording is included to protect the National Park. The National Park was also taken into consideration when preparing the evidence base and policy on renewable energy, and identifying areas which could potentially be suitable for solar and wind energy under Policy SD6. Following consultation on the Draft Local Plan and representations received from the NYMNP, Policy SD6 has been updated to include specific reference to the National Park and its setting as a specific consideration in determining planning applications. NYMNP have confirmed that are pleased that their suggestions have been incorporated into the plan and have no outstanding comments or issues. The North York Moors National Park Management Plan also identifies a number of strategic wildlife corridors and connections with the Plan area and where there are opportunities to improve connections with the National Park. The Plan protects these corridors, and others across the borough, through Policy N4.

Teesmouth and Cleveland Coast SPA

- 2.37** There are a number of internationally designated sites within and adjacent to the borough. Sites outside the borough also need to be considered when assessing the impact of plans and projects. The Council has worked with Natural England and other bodies to ensure there are no significant effects on the conservation objectives of these internationally designated sites, including ongoing work to address the issue of recreational disturbance on the Teesmouth and Cleveland Coast SPA. The Council has also attended a number of liaison meetings with planning and ecology colleagues from local authorities along the North East coast to discuss planning and the management of Natura 2000 sites.
- 2.38** In summer 2015, Natural England consulted on a possible extension to the Teesmouth and Cleveland Coast SPA. The Council is actively involved in a collaborative process, with industry and other regulatory bodies, to prepare a 'Tees Estuary strategic framework' for development and habitat conservation in the area around the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. The framework will establish a collective vision for on-going management of interests in the area and will help to identify conservation opportunities in the estuary.

Local Wildlife and Geological Sites

- 2.39** The Local Plan protects Local Wildlife and Geological Sites through Policy N4. The selection and designation of sites is an on-going process and additional sites may be selected or de-selected throughout the Plan period. The selection and designation of these sites is overseen by the Tees Valley Nature Partnership, which includes representatives of all five Tees Valley local authorities. The Tees Valley RIGS (Regionally Important Geological Sites) group advises the Partnership on the selection and management of Local Geological Sites.

2.40 The Council has also worked in partnership with National England to identify Local Nature Reserves. The Council will continue to protect and support the enhancement of these locally.

Infrastructure

2.41 The preparation of the Local Plan has involved liaison meetings and discussions with infrastructure and service providers to ensure there is a coordinated approach to infrastructure planning and delivery to support the Local Plan and as far as possible to align the scale and timing of growth with their own respective investment plans. The Council and its development partners have also prepared and maintained a number of infrastructure studies to provide an analysis for certain types of infrastructure where there could be capacity problems. The work carried out has meant that we now have a better understanding of the infrastructure that needs to be delivered or improved to support new development and ensure there are no obstacles to delivery. The Council will continue to work the neighbouring authorities and Tees Valley Unlimited to ensure that cross boundary infrastructure issues are addressed to help deliver growth. Other public sector organisations, such as the South Tees Clinical Commissioning Group, are also responsible for delivering infrastructure to support growth. The Council will also work closely with these organisations to ensure that infrastructure is delivered where required.

2.42 The Tees Valley Combined Authority has partnered up with the key infrastructure providers and the five Tees Valley local planning authorities to develop the Tees Valley Strategic Infrastructure Plan⁽⁵⁾. This plan sets out what are the current barriers to growth and what are the priorities for improving infrastructure across the Tees Valley. The Council has been involved in the development of the Plan to ensure that the proposed development levels and site allocations were taken into account in the development of the Strategy. The findings of the Plan has also been taken into account in the Local Plan's Infrastructure Delivery Plan. There are plans to deliver improvements to rail and road infrastructure in particular but to also ensure that utilities such as gas, water and electricity infrastructure is upgraded to meet anticipated requirements, and that pipeline and other infrastructure networks can be provided and upgraded to support growth.

2.43 The Combined Authority has been involved in the Northern Powerhouse Project to deliver a number of projects that link into national infrastructure projects, in particular transport projects. This is a project jointly lead by the Government, northern city regions and Local Enterprise Partnerships, working together with Highways England, Network Rail and HS2 Ltd as the Transport for the North Partnership Board. Policy TP3 takes into account the transport projects being developed through this project.

Highway network

5 <https://teesvalley-ca.gov.uk/what-we-are-delivering/key-strategies/infrastructure-plan/>

- 2.44** As the highway network has cross boundary implications and requires a co-ordinated approach, the Council has worked with the various surrounding local authorities and Highways England (who manage the strategic road network) in developing the Plan.
- 2.45** Early engagement with Middlesbrough Council transport engineers did raise potential issues with the impact of new development (both in Middlesbrough and Redcar and Cleveland) on the local road network, particularly in the west of the borough where roads cross between the two authorities. As a result of this concerns, a joint working group was set up in 2013 between Middlesbrough Council and Redcar and Cleveland Council to commission transport consultants to examine the potential combined impacts of new development proposed in the Middlesbrough Housing Local Plan and the Redcar & Cleveland Draft Local Plan and identify any potential solutions. This led to the production of a joint transport assessment⁽⁶⁾.
- 2.46** One project which the Council has previously considered to assist traffic flows through the southern part of Middlesbrough is a bypass road which would join up the A171 (Middlesbrough Road) with the A174 (Parkway). A study in respect of the possible implementation of an East Middlesbrough Bypass was undertaken in 2005 to determine whether the Bypass was deliverable. This study included consultation with Middlesbrough Borough Council, Network Rail, the National Trust and Highways England. This study concluded that the scheme would not be deliverable due to:
- The impact of the scheme on the land owned by the National Trust;
 - Network Rail raised concerns regarding the possible impact on the Esk Valley line railway bridge and the impact of closure of the line if the bridge was to be rebuilt in a wider form; and
 - Highways England raised concerns regarding the slip road onto the A174.
- 2.47** As a result of the consideration of these issues, it was agreed by both Redcar & Cleveland Borough Council and Middlesbrough Borough Council that there was no realistic possibility of constructing an East Middlesbrough Bypass, and therefore it has not been included in this Local Plan as a transport solution. Nevertheless, one person has objected to our Publication Local Plan on the grounds of the Duty to Co-operate in relation to the East Middlesbrough Bypass not being included within the Plan, and also not taken Middlesbrough Borough Council's views into account. However, it should be noted that Middlesbrough Borough Council has not raised any objections to either the Draft Local Plan or the Publication Local Plan on this issue. Middlesbrough Borough Council is still considering an option north of Ladgate Lane to provide a possible rear entrance into new residential areas and James Cook University Hospital and Redcar and Cleveland Borough Council will support any such scheme where it assists traffic flows between Redcar and Cleveland and Middlesbrough.

6 Middlesbrough Council and Redcar & Cleveland Borough Council Strategic Housing Sites Model Assessment Report (October 2013)

- 2.48** To assess the cumulative impact of development on the strategic road network (A66, A19, A174) the Council has worked in partnership with TVCA. This has included using traffic modelling software to assess the impact of development sites on the road network. This assessment, also known as the Tees Valley Area Action Plan (AAP) provides an indication of where congestion on the strategic road network is likely to occur in the future. It's been prepared and informed by all 5 local authorities regarding the future scale and location of new development. The AAP has already provided the necessary evidence to support the Highways England proposals submitted to their Pinch Point Programme to fund the main priorities in the Tees Valley, namely A19/A174 (Parkway) junction and A19/A689 (Wynyard) junction that has provided much needed additional capacity in addition to road widening and junction improvements at various locations along the A66 through Middlesbrough.
- 2.49** Highways England raised concerns regarding the soundness of the Local Plan due to the lack of a sufficient transport evidence base as they consider the current transport infrastructure evidence, particularly the Tees Valley Area Action Plan (2011) and Strategic Transport Assessment (October 2013), which they consider to be out of date. Consequently, they are not in a position to confirm that the evidence is robust and appropriately considers the impact on the Strategic Road network (SRN) and supports the scope and requirements of the transport infrastructure improvements proposed in the Plan. The current agreed position, between all parties, is to update the AAP prior to the Local Plan hearing sessions. The AAP update is being led by the Tees Valley Combined Authority in partnership with the other Tees Valley Local Authorities and Highways England. All parties consider that subject to satisfactory completion of this work, that Highways England is likely to withdraw its objection to the Local Plan.

Public transport

- 2.50** The Tees Valley Line is the name of the rail route between Bishop Auckland and Saltburn via Darlington, Middlesbrough and Redcar. All trains on the route are currently operated by Northern. While the Council cannot directly facilitate the improvement of these rail links, Policy TA 3 sets out a commitment to work with the bodies responsible for rail to improve accessibility and connectivity during the delivery of the plan.
- 2.51** The on-going programme of investment in the Tees Valley rail network/system is focussed on utilising the existing rail network more effectively and getting the most out of existing assets rather than new infrastructure. The main objectives for new/improved stations, enhanced frequencies/timetables and newer rolling stock has been geared around a heavy rail solution and constrained, to an extent, both by limited available funding opportunities and by rail industry processes. However, successful applications for funding has enabled TVU and the Tees Valley local authorities to complete initial rail proposals in partnership with Network Rail. These joint projects have provided a good understanding of what constraints exist on the network, particularly in relation to aspirations for increased frequencies and further developed schemes to address these, as well as proposing improvements to a number

of stations. The Council has worked in close partnership with Network Rail over the past few years and has led to the upgrade of several stations within the borough.

- 2.52** One of the key remaining challenges, to ensure that the rail network meets the modern day needs of the Tees Valley, is the delivery of fit for purpose rolling stock. The rail devolution process and the re-franchising of services operated by Northern Rail will be a key process for delivering the rolling stock improvement. The development of the North East Business Unit (NEBU) proposition will ensure that the Tees Valley authorities can have the appropriate influence on the specification and operation of a new franchise.
- 2.53** The Council is also working in partnership with TVCA and other partners in the North East to lobby to ensure that the Tees Valley fully benefits from the investment that is planned for High Speed Rail (HS2).
- 2.54** A group has also recently been set up called the DfT Electrification Taskforce, with local MP representation and officer input on the working group. The Taskforce is looking at future electrification options, with the Middlesbrough/Teesport to Northallerton line specifically outlined for detailed assessment. The electrification of the Northallerton to Middlesbrough/Teesport rail line scheme would bring, along with loading gauge enhancements, significant benefits for the growing rail freight market in the Tees Valley and this would support the delivery of a number of development sites at PD Ports and Wilton. The Council will continue to work in partnership with TVCA, Network Rail, the Department for Transport (DfT) and other organisations to ensure the Tees Valley has a rail service fit for the 21st Century and improve services within and beyond the borough.
- 2.55** Bus services will continue to be a primary mode of transport for the majority of people in the borough due to low levels of car ownership and the rural nature of the borough. Therefore, the improvements to bus provision (operational considerations and provision of facilities) to promote and enhance access to the bus network across will be a priority during the Plan period. This will be done through delivering improvements to bus corridors and improvements to existing service provision including vehicles, frequency and reduced cost. The Council will continue to work with its partners to improve bus connectivity between local settlements and regional destinations to access key goods and services. The Council produced its third round Local Transport Plan (LTP3) for submission to the Department for Transport (DfT) in 2011. The LTP was developed in partnership with key stakeholders including neighbouring authorities, the Highways England, bus and train operating companies and taxi operators and local businesses. The aims of the LTP and the issues raised during the consultation on its development has been taken into account in the development of policy TA3 including the issue of low car ownership in the borough and the need to improve connectivity.
- 2.56** The Council's Strategic Transport Manager has been working in collaboration with the other Tees Valley local authorities and the Tees Valley Combined Authority to develop a new strategy called Connecting the Tees Valley (November 2016), which sets out the region's transport priorities up to 2026

and explains how we want to improve the Tees Valley's local transport system. The document sets out the framework for the new Strategic Transport Plan, which will be developed during and consulted upon during the summer of 2017 and will invite stakeholders, interest groups and the public to help shape the final Strategic Transport Plan. There are also plans in place to develop a series of joint documents to support the Strategic Transport Plan including:

- **Individual local transport delivery plans** – setting out local measures to be delivered by each of the five Tees Valley Local Authorities;
- **An updated Tees Valley Area Action Plan** – a prioritised programme of local highway improvements to support our strategic priorities, which include facilitating housing and employment growth;
- **A Tees Valley Freight Strategy** – identifying investment priorities to facilitate planned freight growth across the Tees Valley and beyond;
- **A Tees Valley Rail Statement** – outlining the further enhancement of local rail services through active involvement in the new North East Rail Management Unit, to build on franchise improvements and recent Tees Valley Combined Authority investment in station facilities;
- **A Tees Valley Bus Strategy** – further network enhancement to build on the recent Tees Valley Bus Network Improvements investment. The Buses Bill will provide the opportunity to work with operators to develop the future network that is needed; and
- **A Tees Valley Walking & Cycling Strategy** – continued development of a complementary programme of cycling, walking and other sustainable transport measures to support economic growth as well as health and well-being.

2.57 The Strategic Transport Plan and the other related documents will help to implement the transport policies TA1 to TA4 and ensure that we have good infrastructure to support and encourage new development.

Flood prevention

2.58 As part of the site assessment process for the Local Plan, the Council has worked closely with the Lead Local Flood Authority, the Environment Agency and Northumbrian Water to ensure new development is located in areas which are at least risk of flooding. The Strategic Flood Risk Assessment (SFRA) has been updated April 2016 to assess flood risk from all potential sources. The SFRA identified a small number of areas along our coast which are prone to flooding from the sea and also a number of areas which are prone to flooding from surface water during periods of high rainfall. This assessment has been used to ensure new development is located on sites which are at low risk of flooding and to also develop policies to ensure the borough, its residents and businesses are not at risk from rising sea levels and increased rainfall resulting from climate change.

2.59 The Council has also produced a number of surface water management plans (SWMPs) in partnership with Northumbrian Water and the Environment Agency for the areas which are at highest surface water. These plans have identified a number of infrastructure improvement solutions to reduce flood risk in these areas, both for existing properties and new development and have been used

to inform the Local Plan Infrastructure Delivery Plan. The SWMPs have also been used to inform decisions about the distribution of growth and the specific allocation of sites for development.

Education

2.60 Education providers, Tees Valley Combined Authority and the Council's Capital Projects team have been involved throughout the development of the Local Plan. Work has been undertaken to establish existing capacity of schools across the borough and of those on our boundaries within or adjacent to Redcar and Cleveland and to assess the likely impact of housing development. Forecasting has shown that the schools will have enough capacity during the plan period. Over recent years there has been a fall in birth rates across the borough. This is predicted to continue for the foreseeable future, even when taking into account the development proposed in the Local Plan, and will consequently lead to a reduction in pupil numbers in the majority of our schools. The fall in birth rates, and the recent re-organisation of schools across the borough, means that the majority of housing sites can be delivered without a requirement to increase the capacity of local schools. However, the Local Education Authority will continue to be regularly consulted going forward. If there is a lack of capacity in a primary school, which serves a new development, the Council will plan to increase capacity of an existing school and seek developer contributions, if required, to help fund the expansion.

Health

2.61 The emerging Local Plan has been prepared in full co-operation with the relevant health bodies, including the Clinical Commissioning Group (CCG) and the Council's Public Health team. Discussions with the CCG did not highlight a need for any requirements for new facilities other than improvements to existing facilities. The main issue raised was the need to provide health facilities as close to homes as possible, with only services which need to be provided in hospital taking place there. Following meetings with the Redcar & Cleveland Health Improvement Commissioning Lead, who highlighted and provided evidence showing a major problem with high obesity rates in the borough (some of the highest in the Country). Policy SD4 was amended following these meetings to include a requirement for a Health Impact Assessment to be undertaken where development is likely to have a significant impact on the health and well-being of the local population or particular groups to ensure that the policies will have a more positive impact on people's health.

Water supply and waste water

2.62 Redcar and Cleveland is supplied with water by Northumbrian Water, falling within the Kielder Water Resource Zone (WRZ). Water supplies are abstracted from the River Tees, with supply maintained by flows from Kielder Water, transferred south from the River Tyne. Northumbrian Water has indicated that the Kielder WRZ remains in surplus of supply, even with the forecast demands as a result of development proposed. In other words, Northumbrian Water has calculated that there is sufficient water available in the Kielder WRZ to

meet forecasted population increases and also increased demand as a result of large scale industrial development. Therefore, there is no constraint in available water supply.

- 2.63** To assess the current capacity of water supply and waste water and collection infrastructure, the Council, in conjunction with the other Tees Valley local planning authorities, commissioned consultants to undertake a Water Cycle Study (WCS). A steering group was set up in February 2012 to oversee the production of a joint Water Cycle Study (WCS) for Tees Valley. The steering group consisted of planning officers and engineers from the five Tees Valley local authorities, the Environment Agency and Northumbrian Water. In addition Natural England provided input to the study. The WCS was completed in December 2012. Since this study was undertaken, the Planning Strategy Team has sent a list of the development sites and proximate housing yields to Northumbrian Water in 2015 for them to check if there are any significant constraints. They confirmed that there are no major constraints.

Electricity and gas provision

- 2.64** A meeting was coordinated by Tees Valley Unlimited (TVU) with representatives from Northern Powergrid and also a separate meeting with Northern Gas Networks and the five Tees Valley local authorities in 2015. Northern Powergrid has provided information to inform the preparation of the Local Infrastructure Plan. The main purpose of the meeting was to establish contacts and determine at a broad level whether there are likely to be any significant issues associated with supplying gas or electricity to key development sites. It was confirmed by both these utility providers that there are no major constraints.

Gypsy and traveller requirements

- 2.65** The movement of gypsies, travellers and showpeople, by nature, can be a cross-boundary issue due to the transient nature of the lifestyles of this group of people. Previously, the Tees Valley authorities jointly commissioned a Tees Valley wide Gypsy and Traveller Accommodation Assessment (2009). However, as part of updating the evidence base for the upcoming Local Plan, the Council carried out an independent review of the Gypsy and Traveller Accommodation Assessment (GTAA) in 2015 for Redcar and Cleveland. Consultation with national Gypsy and Traveller bodies as well as neighbouring authorities was a key element of this work. The feedback from the consultation has been used to help develop policy H7, including a requirement to allocate an additional 8 pitches up to 2030.
- 2.66** There are currently no sites for Travelling Showpeople in the borough and the GTAA consultation did not highlight a need for such a site within the plan period.

Minerals and Waste

- 2.67** National Planning Policy for Waste (October 2014) requires that waste planning authorities “work collaboratively in groups with other waste planning authorities...through the statutory duty to co-operate, to provide a suitable

network of facilities to deliver sustainable waste management”. The Tees Valley local authorities have previously engaged with this issue through the joint adoption of the Tees Valley Minerals and Waste Core Strategy and Site Allocations document (2011) hence minerals and waste policies are excluded from this Local Plan. The five local authorities continue to co-operate in the production of annual Local Aggregates Assessments (LAAs) for the Tees Valley. The most recent Tees Valley LAA is the Tees Valley 2016 LAA.

- 2.68** There remains continued support to work jointly on minerals and waste matters. The Tees Valley authorities are currently considering when to update to the waste and minerals development plans documents and this will be published in the Borough Council’s Local Development Scheme when it is agreed.

Coastal change

- 2.69** The Local Plan area is covered by a Shoreline Management Plan (SMP2) for the area of coast between the River Tyne and Flamborough Head. The SMP2 was carried out on behalf of the constituent authorities along with coast including Scarborough Borough Council, North York Moors National Park Authority, Hartlepool Borough Council, Country Durham, City of Sunderland and South Tynside Council. The Plan provides a non-statutory policy document for coastal defence management planning. The policies within our respective plans are complementary to the conclusions of SMP2. Notwithstanding the identification of potential approaches to coastal defence across the plan area, it is not considered that there any major strategic cross-boundary coastal change issues.

3 Collaborative working

Cooperation with neighbouring authorities

3.1 The Council has liaised with neighbouring local planning authorities throughout the preparation of the Local Plan. In addition to a number of specific Duty to Cooperate meetings that have taken place, Council officers attend regular meetings across a number of groups covering a range of different planning issues. The Council is a member of the following groups:

- Tees Valley Development Plans Officers Group (TVDPOG)
- Tees Valley Planning Managers
- Tees Valley Local Enterprise Partnership (Tees Valley Unlimited)
- Tees Valley Combined Authority
- Directors of Place
- Tees Valley Management Group
- North East Minerals and Waste Policy Officers' Group
- Tees Valley Nature Partnership
- Local Sites Partnership

3.2 The Tees Valley authorities have close geographical links, share housing and employment markets and key infrastructure. Therefore, the importance of working together has been recognised since the abolition of the County Council in 1996. As a consequence, there are a number of long established forums that meet on a Tees Valley wide basis to discuss planning issues. Redcar & Cleveland Borough Council has engaged throughout the plan preparation process and in particular with those with which it shares a common boundary.

3.3 Redcar and Cleveland participates in the Tees Valley Development Plans Officer Group (DPO's). These meetings of the lead planning policy officers in the Tees Valley and a representative of the Tees Valley Local Enterprise Partnership take place every six weeks and discuss strategic planning issues such as housing, employment, infrastructure, waste and the environment. These meetings are used as a forum to discuss plans under preparation and particular issues that may be relevant to other Tees Valley authorities. The following local authorities attend these meetings:

- Redcar & Cleveland Borough Council
- Middlesbrough Borough Council
- Stockton-on-Tees Borough Council
- Hartlepool Borough Council
- Darlington Borough Council

3.4 Following on from the introduction of the Duty to Co-operate, it was agreed that at every third DPO's meeting (i.e. quarterly), planning officers from other authorities that share a common boundary with the Tees Valley be invited to attend to discuss cross boundary issues. These authorities are:

- Richmondshire District Council
- Hambleton District council

- Durham County Council
 - North Yorkshire County Council
 - Scarborough Borough Council
 - North Yorkshire Moor National Park Authority.
- 3.5** Issues discussed include the Local Plans of all authorities and particular cross boundary issues arising out of such work for example objectively assessed housing and employment needs, strategic highway issues and minerals and waste issues.
- 3.6** At a more senior level than Development Plan Officers, Tees Valley Planning Managers meet to discuss strategic planning issues every six weeks. North Yorkshire County Council, Scarborough Borough Council and North York Moors National Park Authority also regularly attend these meetings.
- 3.7** At a more senior level cross border and strategic planning issues are considered at a Tees Valley Directors of Place meeting that takes place once month.
- 3.8** In addition to the regular meetings held and the joint work that has taken place on then strategic evidence base, officers have held a number of meetings with individual authorities to identify and where necessary address specific cross boundary issues including housing requirements, proposed housing allocations, environmental issues and infrastructure requirements.
- 3.9** The Council has also maintained regular contact with all neighbouring planning authorities through email's and also meetings where required. This has often resulted in amendments to the policy approach to ensure that a degree of consistency in maintained between existing and emerging neighbouring plans. These adjoining and neighbouring local authorities include:
- Middlesbrough Borough Council;
 - Hartlepool Borough Council;
 - Darlington Borough Council;
 - Stockton on Tees Borough Council;
 - Hambleton District Council;
 - North Yorkshire County Council;
 - Scarborough Borough Council; and
 - North York Moors National Park Authority.
- 3.10** There have been a number of joint studies and joint working completed at a Tees Valley level which form part of the evidence base and have influenced the preparation of the Local Plan including:
- Tees Valley Water Cycle Study (2012);
 - Tees Valley Green Infrastructure Strategy (2008);
 - Tees Valley Unlimited Economic and Regeneration Statement of Ambition (2012);
 - Tees Valley Strategic Economic Plan (2014) and the 2016 update;
 - Tees Valley Geodiversity Action Plan (2011);
 - Tees Valley Biodiversity Action Plan 1999. (updated 2012);

- Guidance for the Selection of Local Wildlife Sites in the Tees Valley (2010);
- Tees Valley Strategic Infrastructure Plan (2014);
- Tees Valley Climate Change Strategy 2010;
- Gypsy and Traveller Accommodation Assessment (2009);
- Local Aggregates Assessment (2016); and
- Tees Valley Area Action Plan 2012 (Due to be updated May 2017).

3.11 A number of studies have also required joint working with the other local authorities to the south of the borough (out with the Tees Valley) including Hambleton District Council and the North Yorkshire Moor National Park Authority. This included the:

- Historic Landscape Character Assessment: North Yorkshire, York and the Lower Tees Valley (2010)
- Renewable and Low Carbon Study (2016)
- Landscape Character Assessment (2006)
- Visitor Destination Plan (2014)
- Local Wildlife and Geological Sites (2017)

Local Enterprise Partnership / Tees Valley Combined Authority

3.12 The five Tees Valley Local Authorities (Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees) have worked jointly with public and private sector partners on Economic Development, Transport, Infrastructure and Skills at a strategic level for almost 20 years, most recently through Tees Valley Unlimited (TVU). Building on the strong partnership with the five Tees Valley Local Authorities, a Combined Authority has recently been created to formalise this joint working and allow devolution of significant funding and powers from Government. Tees Valley residents and businesses supported the creation of the Combined Authority when consulted in December 2014. The Combined Authority came into effect in April 2016, with proposals for a Tees Valley Mayor to be elected by May 2017.

3.13 The Local Enterprise Partnership (LEP) has a key role in the Tees Valley in delivering local growth by directing strategic regeneration funds and in providing economic leadership through their strategic economic plans. Redcar & Cleveland Borough Council is represented on the board of the LEP. Officers from the Economic Growth service meet with TVU on a regular basis to discuss ways of promoting economic growth and job creation across the Tees Valley. The LEP now forms part of the Tees Valley Combined Authority.

3.14 A major recent example of co-operation and collaboration was the selection of the Tees Valley Enterprise Zones which were among the first Enterprise Zones to be approved by the Government in August 2011 and are made up of 12 individual sites 3 of which are in Redcar and Cleveland. The three sites are at Kirkleatham Business Park, South Bank Wharf/PD Ports and Wilton International. The policies in the Local Plan recognise and support the Enterprise Zone designations and their associated benefits.

3.15 The Tees Valley Combined Authority is a new statutory body for the Tees Valley created in April 2016 to drive economic growth and job creation in the area. Its role is to pull together the economy-boosting powers of Tees Valley's five local councils to improve partnership working between the public and private sector, in order to create an even more effective approach to building a stronger Tees Valley. The five Tees Valley local authorities unite under the Combined Authority to make decisions on key strategies relating to economic development, transport, infrastructure and skills. It creates a single voice for the area on these key matters, providing greater power and resources for the Tees Valley area. The new body will build on the firm economic foundations that have been established by Tees Valley Unlimited, which now is an integral part of the Combined Authority.

3.16 In recognition of the strengthened governance system, Government have devolved powers set out in the Tees Valley Devolution Agreement through The Tees Valley Combined Authority (Functions and Amendment) Order 2017. A directly elected Mayor of Tees Valley (to be elected in May 2017) will act as Chair to the Tees Valley Combined Authority and will exercise the following devolved functions:

- Responsibility for a consolidated transport budget; and
- Creation of new Mayoral Development Corporations, including the South Tees Development Corporation, and leadership of a land commission to examine what publicly owned land and other key strategic sites should be vested in the development corporation.

3.17 The Tees Valley Combined Authority, working with the Mayor, will exercise the following powers devolved to it:

- Creation of a Tees Valley Investment Fund, bringing together funding for devolved powers and used to deliver a 30 year programme of transformational investment in the region;
- Control of a new £15 million a year funding allocation over 30 years, to be included in the Tees Valley Investment Fund and invested to boost growth; Leadership of the comprehensive review and redesign of the education, skills and employment support system in Tees Valley; and
- Responsibility for a devolved approach to business support from 2017, to be developed in partnership with Government.

Local Nature Partnership

3.18 The Tees Valley Local Nature Partnership's vision is to ensure that the natural environment of the Tees Valley is conserved, enhanced and connected across the whole LNP area for the benefit of wildlife, people and the economy.

3.19 The work of the LNP, led by the TVNP Steering Group, has been based upon close co-operation between stakeholders. The TVNP includes representatives from all Tees Valley authorities as well as Natural England, Industry Nature Conservation Association (INCA), Woodland Trust, Tees Valley Wildlife Trust and the RSPB, amongst others. The theme of close partnership working is embedded throughout the work of the TVNP.

- 3.20** The Council has representation on a number of TVNP working groups, including the Planning & Nature Working Group and the Natural Assets Working Group. The work of these groups has fed into the preparation of the Local Plan, including on-going work to identify Biodiversity Opportunity Areas (BOAs) at the landscape scale across the Tees Valley. The wider areas in which the BOAs will be located are identified in Policy N4. A map identifying these areas is also included as a proposed main modification.
- 3.21** Additional work undertaken through the Planning & Nature Working Group to complete a TVNP checklist assessment has also led to the TVNP advising the Council to make a number of additional changes to the Local Plan so that it reflects the latest work undertaken by the TVNP, these are proposed as main modifications. Future areas for additional collaborative working have also been identified in the TVNP duty to cooperate letter, which is included in the Duty to Cooperate Notes of Meetings and Correspondence document.
- 3.22** The Council has also engaged with members of the Partnership in their individual organisational capacity, to discuss issues principally relating to landscape, biodiversity and green infrastructure. The Council will continue to work closely with biodiversity groups to ensure that the natural environment receives appropriate protection or enhancement. In addition, the Council will continue to work with its neighbouring authorities where the impact of proposals may cross boundaries, including any impact on strategic habitat connections that extend into the Local Plan area.

The Environment Agency

- 3.23** The Environment Agency (EA) is a statutory consultee in the plan-making process. The Environment Agency was consulted at an early stage in the process. The EA identified at an early stage gaps in the evidence base in relation to evidence on flooding in particular the need to update the SFRA. This work was completed in May 2016 and involved the EA in its preparation.
- 3.24** Amendments were also made to the policies within the Plan to take account of Environment Agency comments received during the consultations. These amendments included the addition of Sustainable Urban Drainage (SuDs) requirements within the housing policies (H3), a requirement to improve water quality and criteria within policies to promote de-culverting.
- 3.25** A bespoke policy relating to flooding has also been developed (Policy SD7) with input from The EA and also Northumbrian Water (NW). This is an important policy as a number of areas in the borough are prone to surface water flooding. This policy has been welcomed by the EA.

Historic England

- 3.26** Historic England (HE) is a statutory consultee in the plan-making process. The Council has worked in partnership with the Historic England throughout the development of the Local Plan.

- 3.27** In addition to the consultation that has taken place at each stage of plan production, further discussions have been held to ensure a 'sound' policy approach and develop a clear strategy through the document for integrating heritage considerations. HE has confirmed they support the Council's approach to the historic environment and welcome the on-going review of Conservation Areas. However, at the Draft Local Plan and Publication stage, HE did raise objections to the Local Plan on the basis that there is lack of evidence to show that the site allocations will have a detrimental impact on the historic environment.
- 3.28** The Council has since prepared an assessment of the potential impacts and sent the assessment to HE for review. The assessment is included as a supporting document to the Submission Local Plan. The recommendations from this assessment have been considered and policy 3.20 have been amended to reflect the proximity of the Guisborough Conservation Area. The amendments have been included as Main modifications.

Natural England

- 3.29** Natural England (NE) is a statutory consultee. The Council has liaised with NE throughout the development of the Local Plan. In addition to the consultation that has taken place at each stage of plan production, further meetings and discussions have been held to ensure a 'sound' policy approach. In particular, the Council has worked closely with NE throughout the Sustainability Appraisal and the Habitats Regulations Assessment, ensuring that conservation objectives of internationally designated sites are fully considered and protected.
- 3.30** In response to consultation on the Publication Local Plan, and supporting Appropriate Assessment, NE objected to the soundness and legal compliance of the Plan. Whilst NE agreed that measures proposed in Section 7 of the HRA were suitable and appropriate in principle to prevent adverse effects on site integrity, including the development of a recreational mitigation strategy and a "Foreshore Management Plan" that will contain details of mitigation measures; there was not enough information available at that time to rule out adverse effects on the site integrity of the Teesmouth and Cleveland Coast SPA and Ramsar Site. NE also recommended amendments to strengthen the link between the Local Plan and the forthcoming strategic management plan to increase the effectiveness of the approach. NE confirm that if satisfactory information is submitted and the proposed policy modifications are made, and they have reasonable confidence that mitigation will be possible and adequate to address impacts, the plan would then be legally compliant and sound.
- 3.31** The Council is currently working with NE to address and resolve this issue. The Council are working with INCA to collect additional information to inform the Foreshore Management Plan, which will include recreation management. Prior to the completion of this work the Council are presently working with NE to develop an Interim Recreation Mitigation Strategy, and will write officially to NE to confirm how strategic mitigation will be delivered. The Council will

also involve RSPB, who also raised concerns related to the Appropriate Assessment, in this on-going process. NE's recommended amendments to the Local Plan are also proposed as modifications.

- 3.32** The Council is also actively involved in a collaborative process with NE, and other partners, in the preparation of a strategic framework for development and habitat conservation in the area around the SPA and Ramsar site, which aims to ensure that the development proposed in this area is compatible with conservation aims. This work is associated with the potential expansion of the SPA.

Transport and Highways Authorities

- 3.33** The NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure which is necessary to support sustainable development. The Highways Agency and the Council's Highways engineers have been closely involved in the preparation of the Local Plan, providing feedback at each stage of the process and also meeting to discuss the growth aspirations and impacts of development on the strategic road network. This has ultimately resulted in the confirmation that the growth proposed through the Local Plan is acceptable in terms of the potential impact on the road network and that new infrastructure will be unlikely to be required during the lifetime of the Local Plan.

Clinical Commissioning Group (previously Primary Care Trust) / Council's Public Health team

- 3.34** The borough is covered by one Clinical Commissioning Group (CCG). The Council's Public Health team also has responsibilities for improving health of the borough's residents.
- 3.35** The South Tees CCG has been consulted at each stage of the plan preparation process and discussions various meetings have been held with the CCG and also their predecessors – the Primary Care Trust since 2002 to ensure that they have been involved in the preparation of the Local Plan. Due to the limited amount of new housing proposed, the CCG has confirmed that that no new facilities are required as a result of new development other than that already planned to improve existing services.
- 3.36** The Council's Planning Strategy team have also attended the Redcar & Cleveland Healthy Weight Healthy Lives Group meetings to discuss how to ensure that the Local Plan helps to improve public health across the borough.

Northumbrian Water

- 3.37** Northumbrian Water is the statutory authority for water supply and the sewerage network for the majority of the North East including Redcar and Cleveland. The Council has worked closely with the Northumbrian Water and the other Tees Valley local authorities through the production of the Tees

Valley Water Cycle Study in 2012 to ensure that the levels of development proposed across the Tees Valley will not lead to a shortage in water supply or problems with sewerage treatment plants.

- 3.38** More recent partnership working has led to the update of the Strategic Flood Risk Assessment and Surface Water Management Plans being developed for various areas of the borough where surface water flooding has been an issue.
- 3.39** Northumbrian Water has provided valuable input to the recent updates of the Strategic Housing Land Availability Assessment. Quarterly liaison meetings were also established between council officers (both planners and engineers) and Northumbrian Water in 2013 to consider improvements in infrastructure, which will be needed in the vicinity of new developments proposed within the Local Plan as well as existing issues. The Council also sent a list of development sites to Northumbrian Water in 2015, which they have used to inform their most recent investment plan for the area.
- 3.40** The Council are members of the Tees Valley Strategic Flood Risk Management Partnership, which includes engineers and planners from each of the Tees Valley local authorities and also engineers from NW and also a representative from the Environment Agency. This partnership has led to the production of the Tees Valley SuDS guidelines⁽⁷⁾.
- 3.41** Following the completion of the Surface Water Management Plans, and minor amendments to various policies, mainly around the issue of site drainage and the use of SuDS, NW has confirmed that they do not have any outstanding objections to the Local Plan.

Marine Management Organisation

- 3.42** As the marine planning authority for England the Marine Management Organisation (MMO) is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas.
- 3.43** The MMO is currently in the process of developing marine plans both inshore and offshore areas along the UK coastline. The MMO have recently consulted on the first outputs of the development of the North East Marine Plan, with the Council participating in a Marine Plan Development Workshop as part of this process. The Council will continue to be involved in this process to ensure Local Plan and North East Marine Plan aligns.
- 3.44** Any development coming forward in the plan period will need to ensure that it complies with the MMO's licensing requirements and the North East Marine Plan to ensure that necessary regulations are adhered to.

7 Tees Valley Authorities Local Standards for Sustainable Drainage (2015)

- 3.45** The Council has consulted the MMO in the development of the Local Plan and has referred to the Marine Policy Statement for guidance on the plans content.

Homes and Communities Agency

- 3.46** Redcar & Cleveland Borough Council as well as the other Tees Valley local authorities have been working in partnership through the Combined Authority to seek an investment agreement with the Homes and Communities Agency to accelerate and deliver longer-term investment in new homes and the regeneration of communities. The immediate proposal is for an agreement to invest around £100 million in the 2017-21 period within the Tees Valley. Such an accelerated programme would seek to support the delivery of new homes and would aim to provide much needed market diversity. Such an accelerated programme could also provide a platform for creating new jobs and investment in skills, stimulating innovation in the way we build the homes we need, bringing forward more difficult brownfield sites and stimulating appetite for new sources of investment.
- 3.47** When this proposal has been agreed and the position on the housing programme is clear, we will review the potential for working in new ways and will develop specific proposals to help accelerate the building of new homes.

4 Conclusions and future partnership working

- 4.1** The loss of the regional tier of planning and its replacement with the Duty introduced a fundamental change to how plans are prepared. That, coupled with the fact that some plans have unfortunately stumbled at the examination stage has for some, created an aura of 'fear and trepidation' around the Duty. However, for this Council and the other Tees Valley authorities, the introduction of the Duty has been embraced and has largely been taken as an extension to the long and established culture of working together to achieve and deliver better spatial planning outcomes.
- 4.2** In terms of the processes towards demonstrating compliance, the Council recognises that the Duty does not depend on the fact that those directly preparing the plan need to 'be at the table' – addressing multiple cross boundary issues requires a corporate approach, comprising multiple-disciplines and multi-tiers from elected members, senior management teams through to the specialist officers.
- 4.3** In bringing this Plan forward, this Statement clearly demonstrates that with the strong and established foundations in place for collaboration, there are highly effective mechanisms in place for matters to be both considered and addressed across all decision making levels. This Council would contend that engagement with neighbouring authorities and prescribed bodies has been constructive. As a point of fact, at the point of submitting the Plan, there are no outstanding issues or major points of dispute or objection from the neighbouring authorities over strategic cross boundary issues. As far as the Council is aware, no organisation has objected on the grounds that that the Duty has not been complied with.
- 4.4** The results of working with Prescribed and other Bodies has proved equally productive. The Council considers that it has been able to work with its partners to address matters as early as possible within the process – to the point there remain few issues of dispute with these parties. The Council remains proactive – using the proposed Main Modifications as a platform, engagement with these bodies will continue to as far as possible to address the remaining objections.
- 4.5** This Council would contend that engagement has been ongoing – from the material presented within this Statement, there are strong foundations through which engagement and collaboration have delivered real positive outcomes across the regional level and the sub regional level, which pre-date the introduction of the Duty. Regional governance arrangements have changed and through the Devolution agenda will continue to do so (with elected members, executive offices and planning staff) – it nonetheless remains built on those foundations of active and continued partnership working across all tiers.
- 4.6** It is accepted that with the introduction of the Duty, the quality and nature of that collaboration has improved as the requirements to demonstrate compliance have become clearer. As detailed within its Consultation Statement, the Council has not restricted engagement with any Body to the

formal consultation periods. Specific cross boundary meetings have moved from *ad hoc* and task related discussions to being regularly diarised; the Council is represented on a series of task specific working groups that meet throughout the year; and where necessary has and continues to be in regular dialogue with those parties to ensure that matters can be addressed at the earliest opportunity. The Council remains committed to working constructively with all Bodies beyond adoption of this Plan.

- 4.7** This Council would contend that engagement has been collaborative – from the outset, the Council’s view on the Duty was that partnership and collaborative working would be the cornerstone to ensure the duty is achieved. Wherever possible, the Council has sought the advice of those specialist agencies to inform the Plan.
- 4.8** The Council would contend that engagement has been mutually beneficial – the Council’s approach to collaborative engagement focussed around the need to, as far as possible, deliver positive outcomes for those parties involved.
- 4.9** In conclusion, the Council believes that it has worked in such a way that the high levels of cooperation and collaboration that have and will continue to be undertaken will result in an effective and deliverable Local Plan across the full range of matters covered by the Duty. Nevertheless, the Council recognises the importance of finalising a NPPF compliant Local Plan at the earliest opportunity, not least to help deliver the Government’s commitment to increase significantly the delivery of new housing.
- 4.10** The Council has and will continue to participate in a number of joint projects with other authorities and Prescribed Bodies. This collaborative approach has resulted in a robust and sound evidence base for the Local Plan, which is reflected in the broad level of support from the relevant bodies to the key strategic policies within the Plan.
- 4.11** The approach has been pragmatic and while everything has not been completely agreed at the point of formally submitting the Plan, the Council remains confident further outstanding matters will be addressed prior to the Examination. Given the Duty imposes a continuing requirement to cooperate (which the Council fully recognises), it is considered its current approach to collaborative engagement will continue to deliver positive outcomes.
- 4.12** Appendix 1 provides a summary of the current position following co-operation with Prescribed and other Bodies at the point of submitting the Plan for examination.

Appendix 1: Current Position with Duty to Co-operate Bodies

PRESCRIBED BODIES	How Engaged	Principle Issues Discussed	Current Position
Environment Agency (EA)	<p>Consulted for each stage of the Local Plan.</p> <p>Through emails partnership working on evidence base e.g. SFRA, Water Cycle Study Surface Water Management Plans.</p>	<p>Development of Local Plan policies</p> <p>Flood Risk</p> <p>Pollution</p> <p>Waste</p> <p>Water Quality</p> <p>Green Infrastructure</p> <p>SA Scoping Reports</p> <p>SA Reports</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Previous comments on the need to update the SFRA have been dealt with during previous drafts of the Local Plan.</p> <p>Previous comment on the need for increased emphasis on sustainable development, particular on water management, SUDs policies to promote de-culverting and the enhancement/protection of biodiversity and natural environment have been addressed through previous drafts of the Local Plan in particular revisions to policies SD4 and SD7.</p>
Historic England	<p>Consulted for each stage of the Local Plan.</p> <p>Through emails and partnership working.</p>	<p>Development of Local Plan policies</p> <p>Promoting and protecting heritage assets.</p> <p>Assessing impacts of development allocations on heritage assets.</p> <p>SA Scoping Reports.</p> <p>SA Reports.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Historic England objected to the site allocations in the Publication Local Plan due to lack of evidence on the potential impact of proposed development on the historic environment. Since Publication, the Council has undertaken an assessment of the potential impacts and included the assessment as a Submission Document. This assessment is currently being considered by Historic England and both parties are confident that the objections can be resolved prior to the start of the Examination. The recommendations from this assessment have been taken into incorporated into the relevant policies where appropriate and included as Main modifications.</p> <p>Historic England welcomes the on-going review of Conservation Areas. The Council will continue to work in partnership with Historic England when updating the Conservation Area Appraisals.</p>

<p>Natural England RSPB</p>	<p>Consulted for each stage of the Local Plan.</p> <p>Through regular meetings, emails and partnership working.</p>	<p>Development of LP Policies</p> <p>Biodiversity</p> <p>Green infrastructure</p> <p>SA Scoping Reports</p> <p>SA Reports</p> <p>Habitat Regulation Assessments.</p> <p>Potential impacts on the Teesmouth and Cleveland Coast SPA and Ramsar site.</p> <p>Foreshore Management Plan.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Natural England (NE) objected to the Publication Local Plan due to potential impacts on the SPA and Ramsar site. NE stated that here was not enough information available at that time to rule out adverse effects on the site integrity of the SPA and Ramsar Site. NE also recommended amendments to strengthen the link between the Local Plan and the forthcoming strategic management plan to increase the effectiveness of the approach. NE confirm that if satisfactory information was submitted and the proposed policy modifications are made, and they have reasonable confidence that mitigation will be possible and adequate to address impacts, the plan would then be legally compliant and sound.</p> <p>The Council is currently working with NE to address and resolve this issue. The Council are working with INCA to collect additional information to inform the Foreshore Management Plan, which will include recreation management. Prior to the completion of this work the Council are presently working with NE to develop an Interim Recreation Mitigation Strategy, and will write officially to NE to confirm how strategic mitigation will be delivered. The Council will also involve RSPB, who also raised concerns related to the Appropriate Assessment, in this on-going process. NE's recommended amendments to the Local Plan are also proposed as modifications.</p>
<p>Civil Aviation Authority</p>	<p>Consulted for each stage of the Local Plan.</p>	<p>Local Plan Policies.</p>	<p>No representations have been received to the Publication Plan.</p> <p>It is considered there are no fundamental outstanding issues.</p>
<p>Homes and Communities Agency</p>	<p>Consulted for each stage of the Local Plan.</p>	<p>Development of Local Plan policies</p> <p>Housing delivery and funding initiatives</p>	<p>It is considered there are no fundamental outstanding issues.</p>

	Regular liaison meetings ongoing with the Council attended by Council Planning and Housing Strategy Officers.	(particularly regarding affordable housing) and HCA landholdings.	
Primary Care Trust – from 2013 health responsibilities lie with the Council as part of the Public Health Authority South Tees Clinical Commissioning Group	Consulted for each stage of the Local Plan. Through meetings and emails, partnership working.	Development of Local Plan Policies principally in relation to health and hot food takeaways.	It is considered there are no fundamental outstanding issues. Previous comments in relation to amending policies to have a greater emphasis on improving people's health were dealt with during previous versions of the Local Plan.
Office of Rail Regulation	Consulted for each stage of the LP. Email contact to offer joint meeting. Agreed meeting not required.	Development of Local Plan Policies. Public transport provision.	It is considered there are no fundamental outstanding issues. Previous comments in relation to potential safety concerns for sites close to railway crossings dealt with during previous versions of the Local Plan. Public transport provision is mainly dealt with at a Tees Valley sub-regional level through joint working with the Tees Valley Combined Authority.
Highways England	Consulted for each stage of the Local Plan. Through meetings and emails.	Development of Local Plan policies Ensuring the impact of development allocations is acceptable to its Strategic Road Network. Ensuring appropriate mitigation of potential impacts upon the Strategic Road Network through encouraging sustainable	The Council acknowledges that issues remain that require resolution but have worked to share relevant information with Highways England regarding the impacts of proposed development. Highways England considers lack of sufficient transport and infrastructure evidence base to support the Local Plan to be critical and a matter of soundness. Further evidence is being developed and partnership work is ongoing with the Tees Valley Combined Authority to resolve this issue including updating the Tees Valley Area Action Plan – the key piece of evidence required. Issue to be resolved prior to Local Plan

		transport modes in policy and road infrastructure improvements.	hearing sessions. The Action Plan is currently being updated to take into account all proposed development allocations and all parties remain confident that the matter will be resolved prior to the Examination commencing.
Highways Authorities	Regular involvement during development of transport policies and evidence base (e.g. SHLAA updates, strategic traffic modelling, Redcar & Cleveland Local Transport Plan.	Development of Local Plan policies Ensuring the impact of development allocations is acceptable in highway terms.	It is considered there are no fundamental outstanding issues. Previous concerns raised over potential impact of strategic housing sites on the local highway network dealt with through joint Strategic Transport Assessment with Middlesbrough Borough Council.
Marine Management Organisation (MMO)	Consulted for each stage of the Local Plan. Through emails have supplied the MMO information the emerging Local Plan policies to support the development of the North East Marine Plan.	Development of Local Plan Policies To ensure an acceptable integration between marine and terrestrial planning policies.	It is considered there are no fundamental outstanding issues. The MMO have recently consulted on the first outputs of the development of the North East Marine Plan, with the Council participating in a Marine Plan Development Workshop as part of this process. The Council will continue to be involved in this process to ensure Local Plan and North East Marine Plan aligns.
Northumbrian Water	Consulted for each stage of the Local Plan. Through meetings and emails, partnership working on evidence base e.g. Infrastructure Delivery Planning and development of policies.	Development of Local Plan Policies Flood Risk Water Quality Waste water capacity Green Infrastructure SA Scoping Reports SA Reports	It is considered there are no fundamental outstanding issues. Previous comments in relation to development sites and the use of SuDS have been dealt with through previous drafts of the Local Plan.
Tees Valley Combined Authority (TVCA)	Consulted for each stage of the Local Plan. Through meetings and emails, partnership working	Development of Local Plan policies. Development of Infrastructure Delivery Plan.	No response received to Publication Local Plan. It is considered there are no fundamental outstanding issues.

<p>Tees Valley Local Enterprise Partnership. Also known previously as Tees Valley Unlimited.</p>	<p>on evidence base e.g. Infrastructure Delivery Planning and development of policies.</p>	<p>Objectively assessed needs and economic development and infrastructure investment.</p>	
<p>Tees Valley Local Nature Partnership</p> <p>(Includes representatives from Tees Valley Wildlife Trust, RSBP, INCA and Natural England).</p>	<p>Consulted for each stage of the Local Plan.</p> <p>Through meetings and emails and partnership working on various background studies.</p>	<p>Development of Local Plan policies.</p> <p>Identifying Local Wildlife Sites/Local Nature Reserves.</p> <p>Tees Valley Green Infrastructure Strategy.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Following Publication stage, additional work has been undertaken through the Planning & Nature Working Group to complete a Tees Valley Nature Partnership (TVNP) checklist assessment has also led to the TVNP advising the Council to make a number of additional changes to the Local Plan so that it reflects the latest work undertaken by the TVNP, these are proposed as main modifications. Future areas for additional collaborative working have also been identified in the TVNP duty to cooperate letter included in the Duty to Co-operate – Notes of Meetings and Correspondence.</p> <p>The Council will continue to work closely with the various biodiversity groups to ensure that the natural environment receives appropriate protection or enhancement. In addition, the Council will continue to work with its neighbouring authorities where the impact of proposals may cross boundaries, including any impact on strategic habitat connections that extend into the Local Plan area.</p>
<p>Coal Authority</p>	<p>Consulted for each stage of the Local Plan.</p>	<p>Development of Local Plan policies.</p>	<p>It is considered there are no fundamental strategic issues.</p>
<p>Sport England</p>	<p>Consulted for each stage of the Local Plan.</p> <p>Consulted on Playing Pitch Assessment.</p>	<p>Development of Local Plan policies.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Only issues raised to the Publication Local Plan in relation to loss of open space on site H.3.9 had been dealt with through the response to comment PLP_031.</p>

Northern Gas Networks	<p>Consulted for each stage of the Local Plan.</p> <p>Through joint Tees Valley partnership meetings.</p>	<p>Development of Local Plan policies.</p> <p>Development of Infrastructure Delivery Plan.</p>	<p>It is considered there are no fundamental outstanding issues.</p>
Northern Powergrid	<p>Consulted for each stage of the Local Plan.</p> <p>Through joint Tees Valley partnership meetings.</p>	<p>Development of Local Plan policies.</p> <p>Development of Infrastructure Delivery Plan.</p>	<p>It is considered there are no fundamental outstanding issues.</p>
LOCAL AUTHORITY	How Engaged	Principle Issues Discussed	Current Position
Middlesbrough Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>
Stockton-on-Tees Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>
Hartlepool Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development</p>

	<p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>		<p>needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>
Darlington Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>
Scarborough Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>
Hambleton Borough Council	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Objectively Assessed Need – requirement for continued co-operation to provide for cross-boundary development needs of neighbouring authorities – the Council reiterates commitment to this process through ongoing joint-working.</p>

<p>North York Moors National Park Authority</p>	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements and infrastructure</p> <p>Landscape impact.</p> <p>North York Moors National Park Management Plan.</p> <p>York Potash development.</p>	<p>It is considered there are no fundamental outstanding issues.</p> <p>Previous comments in relation to landscape impact due to proximity of National Park have been dealt with previous versions of the Local Plan and through renewable and Low Carbon Study, which assessed potential impacts of renewable energy development, in particular wind farms on views from the National Park and Cleveland Way waling route.</p>
<p>North Yorkshire County Council</p>	<p>Consulted for each stage of the LP.</p> <p>Development Plan Officers Working Group.</p> <p>Direct meetings and emails.</p> <p>Group specific task related working groups.</p> <p>Formal consultation.</p>	<p>Cross boundary issues including housing need and supply, employment land requirements, infrastructure.</p>	<p>It is considered there are no fundamental outstanding issues.</p>