

# **Darlington Local Plan**

## **Statement of Common Ground**

December 2020

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## 1. Introduction

- 1.1 This statement of common ground has been prepared to meet the requirements set out in the National Planning Policy Framework (NPPF). Paragraph 27 of the NPPF states, authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these. This ensures that the plan making process demonstrates effective and on-going joint working.
- 1.2 This is the first draft of the statement of common ground to be published alongside the emerging Local Plan. It is acknowledged that the statement should have been produced throughout the plan making process, however the Council has regularly contributed to and signed statements from other authorities over recent years including Hambleton District Council, Stockton on Tees Borough Council and Durham County Council. These statements have been utilised to inform this document and updated to reflect continued discussions on strategic issues which remain the same. It has not been possible to create an identical statement of common ground for all of the adjoining authorities covered in this statement due to the different geographies, varying cross boundary issues and the different stages of plan preparation. Prior to the submission of the Local Plan to the Planning Inspectorate (as at 21st December 2020) all signatories have confirmed that they remain in agreement with the contents of the statement.
- 1.3 A statement of common ground is a written record of the progress made during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. For Darlington Borough Council it also forms part of the evidence required to demonstrate that we have complied with the duty to cooperate.
- 1.4 The approach taken in preparing this statement is in accordance with the requirements of the National Planning Practice Guidance (NPPG). It is important to note that this is a working document, reflecting the fact that co-operation is ongoing in relation to the issues identified and that this will evolve as plan making progresses across all of the local planning authorities identified below.

## **2. Parties Involved**

2.1 The authorities with local plan making responsibilities that are signatories to this statement are:

- Stockton on Tees Borough Council
- Durham County Council
- Hambleton District Council
- Richmondshire District Council


2.2 Additional signatories to the statement are:

- North Yorkshire County Council


### **3. Signatories**

- 3.1 This section sets out for each signatory organisation the name of the organisation and the name, position and signature of that organisation's representative.
- 3.2 Unless otherwise stated each Local Planning Authority is a full signatory to the statement. For each of the additional signatories the strategic matters that are agreed are identified in their respective sections below.


### Stockton on Tees Borough Council

On behalf of Stockton on Tees Borough Council I confirm that there is common ground on adopted and draft planning policies and there are no unresolved strategic issues as set out in this statement	
Signed:	
Date:	22/12/20
Name:	Garry Cummings
Position	Director of Finance, Development and Business Services

## Durham County Council

On behalf of Durham County Council I confirm that there is common ground on adopted and draft planning policies and there are no unresolved strategic issues as set out in this statement	
Signed:	
Date:	<b>18 December 2020</b>
Name:	<b>Amy Harhoff</b>
Position	<b>Corporate Director – Regeneration, Economy &amp; Growth</b>

## Hambleton District Council

On behalf of Hambleton District Council I confirm that there is common ground on adopted and draft planning policies and there are no unresolved strategic issues as set out in this statement	
Signed:	
Date:	18/12/2020
Name:	James Campbell
Position	Planning Policy Manager



**Richmondshire District Council**

On behalf of Richmondshire District Council I confirm that there is common ground on adopted and draft planning policies and there are no unresolved strategic issues as set out in this statement

**Signed:**

**Bart Milburn**

**Date:**

**17<sup>th</sup> December 2020**

**Name:**

**Bart Milburn**

**Position**

**Planning Manager.**

## North Yorkshire County Council

On behalf of North Yorkshire County Council I confirm that there is common ground on the strategic issues identified in section 5 (strategic matters), in so far as they relate to North Yorkshire County Council's responsibilities, including those as the neighbouring Local Highway Authority and Local Education Authority and there are no unresolved strategic issues as set out in this statement.

**Signed:**



**Date:**

17 December 2020

**Name:**

Matt O'Neill

**Position**

Assistant Director – Growth, Planning & Trading Standards

## 4. Strategic Geography

- 4.1 The Statement of Common Ground relates to the Local Planning Authority area covered by Darlington Borough Council and the adjoining Local Planning Authorities:
- Stockton on Tees Borough Council
  - Durham County Council
  - Hambleton District Council
  - Richmondshire District Council
- 4.2 This also includes the adjoining upper tier authority North Yorkshire County Council.
- 4.3 The map below identifies the location and extent of the area covered by the statement. It also shows the other Tees Valley authorities which are covered by the Tees Valley Combined Authority but are not signatories to this statement. Darlington does have linkages with the other Tees Valley authorities, however it was not considered necessary to include them in this statement in terms of identifying key strategic cross boundary planning matters.
- 4.4 The area extends over the administrative area of all the plan making authorities that have a common boundary with Darlington. In doing so it reflects key linkages with the surrounding authority areas in terms of travel to work patterns, Housing Market Area relationships and strategic cross-boundary issues.

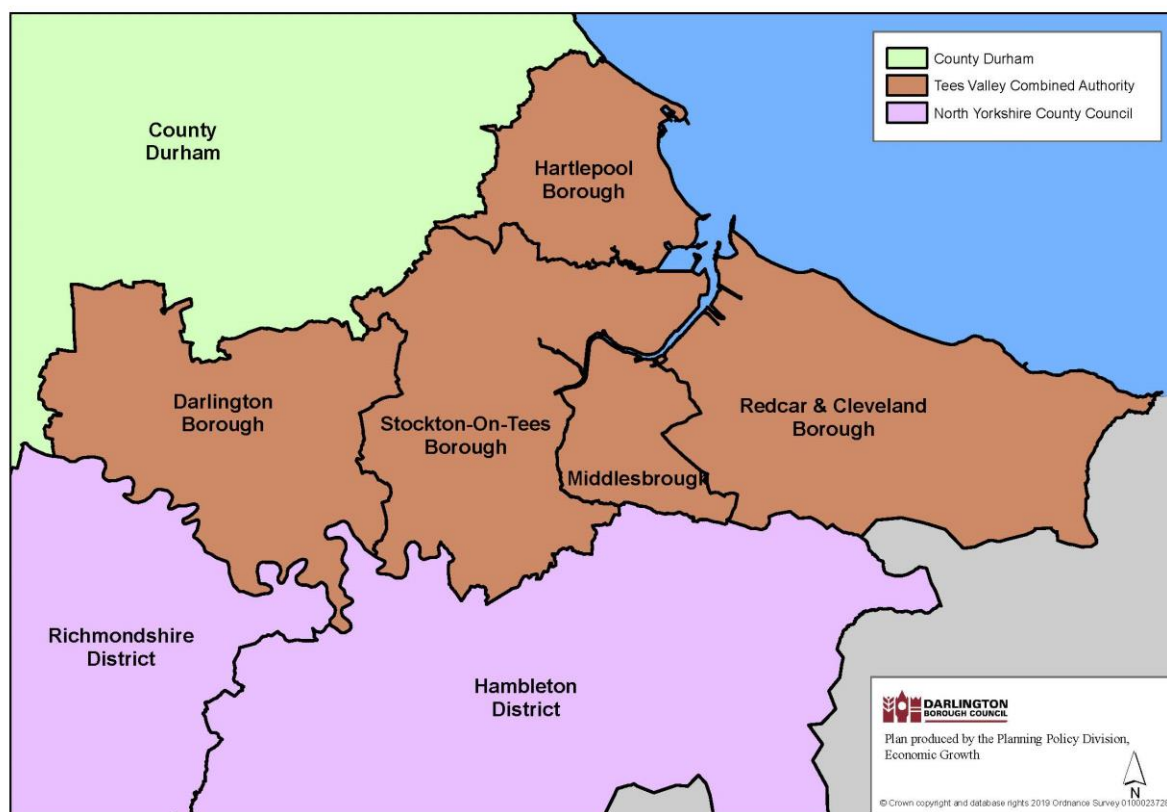


Figure 1: Map illustrating area covered by the statement

## 5. Strategic Matters

- 5.1 Joint working to address strategic matters has been ongoing throughout the plan making process and is set out in the Consultation Statement. It is also summarised in Appendix 1: 'Evidence of Joint Working'. This work has identified a number of strategic areas that have the potential to raise cross boundary issues and are outlined in this chapter. The position on each of these issues is outlined below.

### Housing Development

- 5.2 The housing market area (HMA) covering Darlington is complex with the south and west part of the authority containing the town of Darlington strongly linked to North Yorkshire, while the northern and eastern part of Darlington Borough is closely linked with areas of Stockton on Tees and County Durham.
- 5.3 Census data shows that in terms of residents currently living in Darlington (12 months prior to the census) 65% had moved there from another address within Darlington. The data also shows that those who previously lived in Darlington, 67.4% who moved stayed within the local authority. Travel to work areas indicate a close alignment between Darlington and the local authority boundary. Broad rental market areas indicate that there is one housing market area in Darlington, which also extends into relatively low populated areas of County Durham and Richmondshire.
- 5.4 The evidence suggests that it is sensible for Darlington to be considered as a HMA in itself. Further detail can be found in the Darlington Strategic Housing Market Assessment (SHMA) 2020. This view is consistent with the previous SHMA for Darlington and the Local Plan Examinations in Public for County Durham, Stockton on Tees, Hambleton and Richmondshire, where inspectors did not seek to include Darlington in their HMA.
- 5.5 The Darlington SHMA was produced by Opinion Research Services (ORS) in two parts. The first report dated 2017 focused on the Objectively Assessed Need (OAN) figure whilst the 2020 report provided an update on the appropriate size, type and tenure of housing needed for different groups in the community.
- 5.6 The Council considers that there are exceptional circumstances to justify an alternative approach to the standard method figure of 177 dwellings per annum for Darlington. The standard method uses the 2014-based household projections to establish a baseline of housing need. For Darlington this data and the related population projections show low levels of growth which are contradicted by comparative administrative data (NHS patient register, school census and records of those people receiving state pension) published by the Office for National Statistics which show significantly higher levels of growth. This data justifies the need for an adjustment to household growth projections / standard method figure as a baseline for calculating housing need.
- 5.7 ORS carried out demographic modelling to calculate a more accurate projection of household growth across the plan period. This work factored in local data and long term migration trends (10 years). Consideration was also given to unmet need from concealed families, homeless households and those older people moving into residential institutions. This resulted in a housing need figure of 422 dwellings per annum or 8,440 dwellings over the plan period.
- 5.8 The SHMA also considered employment growth over the plan period and the implications for housing need. Based on previous economic performance, the plan

makes an allowance for 7,000 full time equivalent jobs over the plan period. The additional jobs growth resulted in a shortfall of 1,808 workers. If all of the additional workers were to be met by increased migration of workers to live in Darlington an additional 1,400 dwellings or 70 dwellings per annum would be required. This results in an uplift to 492 net additional dwellings per annum or 9,840 dwellings over the plan period.

- 5.9 The Local Plan sets a housing requirement range of 422dpa – 492dpa rather than a single figure. It is made clear that the upper target of 492dpa is not a restrictive maximum figure.
- 5.10 Within the first 4 years of the plan period the Council has recorded a high level of housing completions, 1,804 dwellings. The supply of sites which have planning permission and are expected to be delivered over the plan period will provide for 2,652 dwellings. The capacity of proposed allocations is estimated at approximately 6,709 dwellings within the plan period. Taken together the commitments and allocations will surpass the upper housing target of 9,840 dwellings. It is also anticipated that a number of the allocations and one of the commitments will deliver approximately 5,905 dwellings beyond the plan period (post 2036). These are large strategic sites some of which have more substantial infrastructure requirements and will take longer to build out.
- 5.11 Discussions have been ongoing with neighbouring authorities and it has been agreed that the individual local authority areas are suitable HMA and there is no overlap with the Darlington HMA. The objective assessment of housing need identified in each of the local authorities' SHMAs will be fully met by each local authority through its own Local Plan. There is no need for Darlington to accommodate housing need arising elsewhere.
- 5.12 It is also important to note that the Local Planning Authority signatories have set out housing requirements, in their adopted and emerging Local Plans, which are higher than the Government's Local Housing Need figures derived using the standard method. In line with the Government's objective, collectively the authorities are looking to significantly boost the supply of new housing.

### **Agreement**

#### **Signatories agree that;**

- **their respective plans (either adopted or currently being prepared) as set out in Appendix 2 (Local Authority Housing Requirements) will meet or exceed the objectively assessed level of housing required within their authority areas;**
- **the Darlington Local Plan is not required to accommodate any unmet housing requirements; and,**
- **there are no outstanding unresolved strategic issues relating to housing.**

## **Economic Growth**

- 5.13 Darlington Borough lies within the Tees Valley Combined Authority. The Tees Valley Strategic Economic Plan (SEP) 2016 sets out the ambition and priorities for generating economic growth through transformational change in the Tees Valley with a target of achieving a net increase of 25,000 new jobs by 2026 and approximately 7,000 jobs in Darlington up to 2036.
- 5.14 In addition to the aims and priorities of the SEP and the Tees Valley Combined Authority the Local Plan's outcomes, actions, policies and proposals have also been guided by the economic forecasts and priorities of the Council's Economic Strategy (2012-2026).
- 5.15 The two Employment Land Reviews (2012 and 2017) identified that Darlington has a relatively high level of in-commuting with around 35% of jobs in the Borough filled by in-commuters. These in-commuters are largely from the rural neighbouring North Yorkshire Districts of Richmondshire and Hambleton and the neighbouring smaller settlements and rural parts of County Durham and Stockton Borough. This in part reflects Darlington's role as a market town serving a wider more rural hinterland beyond the Borough.
- 5.16 The Darlington Borough's economy has performed strongly over recent years shifting from its past reliance on manufacturing to one with a wider, more resilient base. Specialist engineering, the (now dominant) service sector (business and professional services) and public-sector employment (public administration, healthcare and education) are the most significant employers, whilst a relatively high proportion of the local workforce (36.4%) are in professional, senior or managerial roles, or professional and technically skilled occupations (NOMIS 2016). The Borough has a projected 'increasing potential' workforce, with relatively high skills and higher education achievements, and has economic activity and overall employment rates consistently above sub-regional and regional levels.
- 5.17 The Future Employment Needs Report (September 2017) has concluded that the Darlington Local Plan (2016-2036) should plan to accommodate jobs growth of an additional 7,034 jobs.
- 5.18 To meet the needs of this identified jobs growth the Employment Land Reviews identified that the Local Plan should plan for up to 172 hectares (ha) of land allocations for employment land across the Borough in the period up to 2036. The current land available plus the allocations provides gross available employment land in the Borough of 226 ha. That translates to a net available plot portfolio of 158 ha developable for employment use for the Local Plan Period 2016-36.

## **Agreement**

### **Signatories agree that;**

- **their respective plans will meet or exceed anticipated economic growth and employment requirements within their respective planning authority areas, and;**
- **there are no outstanding unresolved strategic issues relating to economic development.**

## **Teesside International Airport**

- 5.19 Teesside International Airport straddles the local authority boundary between Darlington Borough Council and Stockton on Tees Borough Council. It is a regional airport of strategic importance. The airport boundary includes the operational infrastructure and terminal buildings required for a regional airport, fire training centre, commercial premises to the north of the runway as well as expansion land. The site is situated about 3 miles to the west of Darlington and about 3 miles to the east of Eaglescliffe and the main conurbation of Stockton.
- 5.20 The airport masterplan was produced in 2014 by the previous owners Peel Holdings, who owned the majority share of the airport. This document does not have a statutory basis but the primary objective is to provide a clear statement of intent on the part of an airport operator to enable future development of the airport to be given consideration in the local planning process. A masterplan is prepared and adopted by the airport operator, not local authorities.
- 5.21 The masterplan recognised the policy context from the emerging Development Plans that both councils were producing at the time and set out a number of spatial principles including:
- consolidation of aviation activity and associated employment uses within the airfield perimeter and core of the existing Northside Business Park;
  - diversification of the employment offer within Northside through infilling within the existing business park and creation of a rail siding to make provision for multi-modal warehousing, logistics and facilities on Northside;
  - creation of a new link road from Northside to Southside to improve the synergy between the developments and make best use of investment in new infrastructure;
  - phased delivery of an aviation related and general employment cluster in Southside Phase 1 with potential for future expansion to the west (Phase 2);
  - and creation of vibrant neighbourhood incorporating high quality new homes together with improved local services/ community facilities, playing fields and associated structural landscaping.
- 5.22 The airport was brought back into public ownership in January 2019 when Tees Valley Combined Authority (TVCA) bought Peel Holdings majority share. It should be noted that TVCA made it clear that they did not intend to pursue Peels objective of creating a neighbourhood at the airport and developing new homes and community facilities. As such a related outline planning permission for 350 dwellings lapsed (DBC ref 16/00578/OUT) and no further action was taken. The planning history of the airport is complex and is set out in appendix 3. It highlights continued cooperation between the two local planning authorities.
- 5.23 Both Council's have worked together on recent Local Plan preparation and previous Development Plan Documents to produce consistent policies for the airport. The authorities recognise the importance of Teesside International Airport and the need to support further expansion in line with Aviation Policy and the National Planning Policy Framework. Policy development has also been informed by the airport masterplan.
- 5.24 Stockton on Tees Borough Council adopted their Local Plan in January 2019 with a specific policy for the airport, policy EG5 – Durham Tees Valley Airport. In July 2019 the airport was rebranded (back to Teesside International Airport). The main principles of the policy are that 140ha of land is safeguarded for the continued operation of the regional airport. 70ha of employment land is allocated to the south of

the runway to promote a thriving and sustainable airport. 50 ha of which is for airport related uses and 20 ha for general employment to support expansion. Other elements of the policy including supporting transport improvements, sustainable urban drainage and a criteria based approach for any other new development which would come forward in addition to the allocations. The allocation at the airport is also mentioned in policy SD2 Strategic Development Needs and SD4 Economic Growth Strategy.

- 5.25 The Darlington Proposed Submission Local Plan does not have a specific airport policy; however it is recognised by the Council as essential to the economic performance of the Tees Valley, and to Darlington Borough. It is clear in the aims and objectives of the Local Plan that the Council will support development that enhances regionally and nationally important transport links including Teesside International Airport.
- 5.26 Allocations at the airport are set out in the Local Plan via policies E 1 and E 2. Policy E 1 Safeguarding Existing Employment Opportunities promotes and safeguards the main terminal building, associated airport uses and employment areas to the north of the runway via site 404 Teesside International Airport North. Within the site the policy outlines that planning permission will be granted for the 'suggested uses' of B1, B2 and airport related uses. There is a criteria based approach for other uses.
- 5.27 Policy E 2 Employment Allocations identifies the airport as a strategic location for related employment uses and allocates 39.3 ha of land to the south of the runway for new development (site ref 362 Teesside International Airport South). Planning permission will be granted in line with the suggested uses for the site, B2 and airport related uses. Again there is a criteria based approach for other employment uses proposed. This allocation supports and provides the phase 2 expansion element of Stockton's allocation and existing permission. The associated allocation statement in Appendix B of the Darlington Local Plan sets out criteria to ensure that access to site is taken through the Stockton allocation and that there is a shared design approach with the neighbouring development.
- 5.28 In addition to the above both Local Plans set out specific policy on airport safeguarding zones related to Circular 1/2003 and 1/2010. A copy of the combined policies map can be found in appendix 4.
- 5.29 Overall, it is considered that both authorities have a consistent policy approach in terms of safeguarding the current operation of the regional airport and supporting further expansion and employment growth. There are no outstanding unresolved strategic issues relating to the airport.

### **Agreement**

**Darlington Borough Council and Stockton on Tees Borough Council signatories agree that:**

- **both Local Plans shall support the ongoing use of the regional airport and related uses;**
- **recognise the employment allocations at the airport in line with planning permissions and the airports masterplan; and,**
- **there are no outstanding unresolved strategic issues relating to Teesside International Airport.**



## **Town Centre Development**

- 5.30 Darlington Town Centre is a Sub-Regional Centre with its catchment and trade draw including the western part of the Tees Valley and neighbouring parts of North Yorkshire in the Hambleton and Richmondshire Districts and South and West Durham. Whilst recent developments including Princes Gate, Catterick Garrison and Bishop Auckland Retail Park may have reduced trade draw from these areas by Darlington Town Centre it continues to perform the role of a sub-regional centre.
- 5.31 The Darlington Retail and Town Centre Study Update 2017 indicates that there is currently no significant quantitative need for additional convenience retail development but that there would be a need for comparison goods between 2,700 sqm and 15,800 sqm from 2027 - 2032. By 2036 the comparison goods need could increase to 9,300 sqm - 26,200 sqm in total. It is likely that this will be provided through several smaller developments throughout the plan period. Additional large-scale food retail development is not being planned for at this time. There may be a qualitative need for additional foodstore provision in new strategic site allocations, but this will be addressed through the planning application process.
- 5.32 Land at Commercial Street / Kendrew Street (Site 271, circa 2.4 ha), currently used as a car parking area, has been identified as a sequentially preferable location for any further Town centre use development and to provide for the comprehensive regeneration of a central location. It is envisaged that the site would significantly improve and re-shape the retail and cultural offer for the wider Town Centre and the delivery of a regeneration scheme will be critical in enhancing Darlington's role as a Sub-Regional centre.

## **Agreement**

### **Signatories agree that:**

- **their Local Plans will meet any identified additional town centre uses floorspace requirements within their respective Local Planning Authority areas;**
- **there are no outstanding unresolved strategic issues relating to town centre use development, and;**
- **acknowledge Darlington Town Centre's role as a Sub-Regional Centre**

## **Services and Facilities**

- 5.33 Darlington is largely self-contained in terms of the provision of services and facilities. The Local Plan sets out policies on supporting health and wellbeing (including health care facilities) and the delivery of community and social infrastructure. Land is also safeguarded at large strategic housing sites for future provision through site specific policies and allocations statements.
- 5.34 Some facilities and services in the borough do however involve wider catchment areas, such as Durham Constabulary, County Durham and Darlington Fire and Rescue, and County Durham and Darlington NHS Foundation Trust. For example, Darlington residents utilise specialist facilities at Durham University Hospital. The council will continue to work with service and facilities providers to ensure that issues are addressed and that where opportunities arise for services and facilities to be secured or enhanced through the local plan process these are taken.

## **Agreement**

### **Signatories agree that:**

- **there are no outstanding unresolved strategic issues relating to the provision of services and facilities.**

## Strategic Transport Infrastructure

- 5.35 Darlington is the gateway to the Tees Valley and contains many key elements of the sub-regional transport network. Darlington is the point of arrival for those arriving by road via the A1(M) and A66, by air via Teesside International Airport and by rail from Darlington Station on the East Coast Main Line. Figure 2 below shows the key features of the sub-regional transport network.



Figure 2: Key features of the sub-regional transport network

- 5.36 The Tees Valley Combined Authorities' Strategic Economic Plan (SEP) identifies one of the key objectives to unlock future growth as being 'to be better connected'. It is identified within the document that there is a need to improve road and rail connectivity for the region, to ensure Tees Valley firms can access UK and European supply chains, particularly in the Northern Powerhouse and that Tees Valley residents can benefit more fully from emerging job opportunities. Four priorities for delivering new transport infrastructure across the Tees Valley are also identified within the SEP over the next 10 years.
- 5.37 Two of these priorities directly relate to Darlington transport infrastructure:
1. Implementation of the Darlington Station Improvement Project, which encompasses new platforms at Darlington rail station as part of a commercial redevelopment, delivering a 21st century rail gateway ready for high speed rail services;
  2. Improved east-west road connectivity to provide a high quality, resilient corridor along the A66 from the A1(M) to the international gateway at Teesport.
- 5.38 A Strategic Transport Plan, adopted in Jan 2020, has also been prepared by the TVCA to support the Strategic Economic Plan, and sets out how we will improve and invest in the transport network to make this vision a reality.

## Road Network

- 5.39 One of the predominant modes of transport in the Borough is the car and the main north-south road links to the Tees Valley are provided by the A1(M), a key national motorway network link for the west of the Tees Valley, while the east of the City Region is served by the A19(T). The main east-west links are provided by the A66(T) and A174(T). The Council is a partner in the emerging Tees Valley Area Action Plan which will set out the strategic priorities for the Tees Valley Combined Authority. In Darlington, the priorities are to improve key junctions serving the area from the A66(T) Darlington Bypass and the A1(M) to avoid levels of predicted traffic congestion that will prevent regeneration of employment areas.
- 5.40 Whilst the Local Plan has been developed based on ensuring that developments are in locations where sustainable transport options are available, some people will inevitably choose to access employment and key services by car. It is therefore important that the road network is managed in a way that ensures that it continues to function, facilitates our aspirations for economic growth and accommodates the needs of pedestrians, cyclists, public transport users and other highway users.
- 5.41 In doing this, the transport interventions need to:
1. Facilitate more jobs and homes without creating unsustainable levels of traffic congestion on the highway network;
  2. Effectively manage the demand for roadspace from all types of transport;
  3. Provide people with the ability to travel to training, jobs and other important services, especially those without access to a car; and
  4. Improve Darlington's strategic links so that it can continue to play its role as a major gateway to the Tees Valley sub-region.
- 5.42 The quality of the road network will remain a vital part of the Strategic Transport Plan and the Local Implementation Plan as it is shared by several transport modes, including some more sustainable modes, such as public transport and cycling. It is therefore in the wider interest of sustainable travel to have a road network that continues to function efficiently.
- 5.43 Although congestion in and around Darlington is less than in many other parts of Britain, new development planned across the region will add significantly to trips on the strategic and local highway networks. Without action, both will become more congested and unsafe as traffic levels increase, deterring or restraining development unless action is taken to improve capacity.
- 5.44 The impact of the Local Plan developments has been assessed with the Tees Valley Combined Authorities Strategic Transport (Voyager) Model. The strategic modelling assessment confirmed that the areas of key change would be:
- The eastern area and associated A1150 East-West corridor where the short term economic development sites are located;
  - The western area including the A68 West Auckland Road corridor;
  - The northern area including A167 North Road corridor and associated A1150 East-West corridor;
  - Radial corridors such as Haughton Road and Yarm Road for access to the town centre; and
  - Longer term issues beyond 2035 related to the Garden Village developments to the north of the town and the background traffic growth on the A1150 and A66 corridors.

- 5.45 The detailed traffic modelling indicates that the development within the Local Plan does not have a severe impact on the local and strategic highway network subject to the schemes identified in the Infrastructure Delivery Plan being implemented.

#### Strategic road network

- 5.46 The strategic roads through the Borough (A1(M) and A66(T)) are forecast to come under increasing strain during the plan period, as a result of background traffic growth and traffic generated by specific proposed new developments. Improvement works at the following locations on the strategic highway network are likely to be prioritised within the plan period:
- A1(M) Junction 58 (Faverdale)
  - A66(T) Morton Palms – Junction with Yarm Road
  - A66(T) Great Burdon
  - A66(T) Blands Corner
  - Tees Valley East-West Connections A1(M) and the A66 to the West of Darlington (including potential Northern Link Road and dualling of the A66 between Great Burdon and Morton Palms).
- 5.47 Initial work suggests that improvements can be largely accommodated within the existing highway network or on land in the ownership of the relevant highway authority, so it is not proposed to safeguard any land for them. The Council has been working with Highways England and other Tees Valley Local Authorities to produce an Area Action Plan (AAP) for the Tees Valley region. Schemes identified through the AAP will be submitted to funding bodies such as the forthcoming Local Transport Board for financial support and Highways England. In addition, major developments within the vicinity of these junctions may be required to contribute towards funding in the form of developer contributions.
- 5.48 A long-term improvement to the strategic road network is being pursued by a number of partners including TVCA, Transport for the North and the Borough Council to provide improved connectivity along the A66 corridor. As part of these improvements a new Darlington Northern Link Road has been identified to support the Tees Valley SEP. A long-term improvement to the strategic road network is being pursued by a number of partners including TVCA, Transport for the North and the Borough Council to provide improved connectivity along the A66 corridor. As part of these improvements a new Darlington Northern Link Road has been identified to support the Tees Valley SEP. The route would connect the A66 at Little Burdon Roundabout to Junction 59 of A1(M) and a Strategic Outline Business Case will be submitted to DfT in the early part of 2020. The route is not yet fixed and will not therefore be safeguarded within the Local Plan. The Local Plan is not reliant on the delivery of this route and the traffic modelling supporting the Local Plan assumes that the route is not in place.

#### **Agreement**

**Signatories acknowledge Darlington Borough Council's ongoing cooperation with Highways England to address strategic transport issues that may affect the delivery of the Darlington Local Plan and will continue working together, including with other partners, to deliver cross-boundary strategic transport projects including those identified in the TVCA Strategic Transport Plan**

## **Natural Environment**

- 5.49 Darlington Borough benefits from an extensive green and blue infrastructure network; its multi-functional green spaces, green corridors, rivers and watercourses provide links within the Borough and to the rest of the Tees Valley, Durham and North Yorkshire. In accordance with the National Planning Policy Framework, a landscape scale approach to green infrastructure will be adopted, using and managing land for what it is best suited to. Through investment, management and maintenance across the network, priority projects will be delivered that will make more of the network so that a range of green and blue infrastructure needs are delivered in each local area, and in the Borough, as a whole.
- 5.50 Darlington Borough currently has 42 nationally and locally designated wildlife sites, providing different levels of protection for a growing range of protected and priority habitats and species, including Skylark, Grey Partridge, Lapwing, Noctule Bat and Daubentons's Bat. Nationally protected sites (Neasham Fen, Hells Kettles, Newton Ketton Meadows and Redcar Field SSSIs) will continue to be protected and enhanced, consistent with national legislation and the objectives in their management plans, whilst Local Nature Reserves (such as The Whinnies and Drinkfield Marsh), Local Wildlife Sites and Community Woodlands have local protection. There are also three Local Geological Sites that protect areas of geological value in the Borough.
- 5.51 In comparison to neighbouring authorities, Darlington does not have much designated land of a European or National standard, so the 300 hectares of other local wildlife friendly greenspaces, for example, Cocker Beck and Baydale Meadows, are therefore of high importance within the Borough. They allow wildlife, including protected Water Voles and Great Crested Newts to move between designated spaces for feeding, mating and migrating, so helping to ensure biodiversity remains viable in the long term.
- 5.52 The Darlington Habitats Regulation Assessment Screening Report (2019) concluded that the proposed Darlington Local Plan 2016-2036 will not likely give rise to any negative impacts on any Natura 2000 sites should it be adopted including in combination with the Local Plans and strategies of neighbouring Local Planning Authorities and other bodies.

## **Agreement**

**Signatories agree that there are no unresolved strategic issues or cross-boundary matters regarding the conservation of the natural environment**

## Historic Environment

- 5.53 As a group, Darlington's archaeology and historic buildings are of considerable significance not least because of its potentially significant railway, industrial and Quaker history. The Borough's designated heritage assets include:

Over 550 Listed Buildings; 20 Scheduled Monuments; 17 Conservation Areas; and 2 Registered Parks and Gardens.

- 5.54 The origins of the town of Darlington first appeared in writing in 1003. The small Anglo-Saxon settlement experienced medieval growth as a result of Darlington's position in the Durham bishopric. The market flourished to serve an agricultural hinterland and those passing through the town on the Great North Road between London and Edinburgh. Around St Cuthbert's Church, a prominent Grade I listed town centre landmark, grew an ecclesiastical complex, with the Bishop's palace at its heart (1164 -1870). By the 1530s Darlington was described as the best market town in the bishopric outside of Durham. In 1585 a fire destroyed most of medieval Darlington. The town was rebuilt within the medieval streets and burgage plots and this pattern of central yards and wynds survives in the town centre today. There was little building beyond the confines of the medieval settlement, other than the mansions of the influential Quaker families on the fringes of the urban core, until growth was triggered by the arrival of the railway.
- 5.55 Opened in 1825, the Stockton and Darlington Railway was funded by Edward Pease a prominent Darlington Quaker as the world's first publicly financed passenger railway. Darlington has a particularly significant Quaker history and associated heritage assets. Darlington Quakers played an active part in the government, industry, commerce and development in the town during the eighteenth and nineteenth centuries. They were responsible for many of Darlington's landmark Victorian public buildings and manor houses, parks and cemeteries including South Park, the indoor market and clock tower, Crown Street Library, and the Friends Meeting House. The value and significance of these assets is recognised, for their contribution to the unique identity of the borough and their potential contribution to tourism.
- 5.56 Darlington has also played a significant role in the development of industry. It has several designated heritage assets of significance to industries like leather, tanning, textiles and steel. Designated assets include Tees Cottage Pumping Station and the Cummins building on Yarm Road, the latter being the most contemporary building – constructed in 1965 - to be listed.
- 5.57 The Borough contains a significant Roman settlement at Piercebridge and other characterful rural villages and hamlets. These villages are home to a high concentration of listed vernacular cottages and historic farm buildings and are generally designated as Conservation Areas. Several of the Conservation Area villages are located along the River Tees corridor and this relationship with the river setting is an integral part of their historic and aesthetic value.
- 5.58 The Darlington Local Plan will support proposals which conserve and where appropriate enhance the historic environment of Darlington. Particular consideration will be given to ensure that the significance of those elements of the historic environment which contribute most to Darlington's distinctive identity and sense of place are not harmed.

- 5.59 One particular asset is the Stockton and Darlington Railway and its buildings, spaces, trackbed and other associated infrastructure. The Council has been working in partnership with Historic England, Durham County Council, Stockton Borough Council and other key stakeholders on the Stockton and Darlington Railway Heritage Action Zone initiative (2018-2023) which will provide greater understanding of significance through historic area assessments, historic buildings assessments and archaeological investigations. The partnership will be developing further planning guidance to ensure the protection, enhancement and promotion of this locally distinct and nationally significant heritage asset in advance of the 2025 bicentenary celebrations. It is a long-term aspiration to create a walking and cycling route along the full 26 mile route along with providing associated interpretation and opening up the route for leisure, tourist and educational visits.

### **Agreement**

**Signatories agree that there are no unresolved strategic issues or cross-boundary matters regarding the historic environment within their respective planning authority areas.**

**Darlington Borough Council, Stockton Borough Council and Durham County Council will continue working together to protect and enhance the historic significance of the Stockton and Darlington Railway.**



## **Gypsies and Travellers Accommodation**

- 5.60 Darlington Borough has a long association with Gypsies and other Travelling groups with people from these groups accommodated on both dedicated sites and within general housing.
- 5.61 The most recent Gypsy and Traveller Site Needs Assessment (GTAA 2017) concluded that Darlington Borough is currently well catered for in terms of supply for Gypsy and Traveller pitches.
- 5.62 An annual need of 1 pitch per 5 years was identified from 2017-2022. Further need arises for residential pitches in the period of 2022-2037 which has been calculated on a projection basis of 46 pitches, an annualised need of 3 pitches.
- 5.63 A need for 6-8 plots for Travelling Showpeople has been identified in the Local Plan period.
- 5.64 The Darlington Local Plan 2016-36 will meet the needs of gypsies, travellers and travelling showpeople arising in the Borough over the Local Plan period through the safeguarding of existing larger council owned sites together with other smaller, often private, sites within the Borough to accommodate for Gypsies and Travelling groups. It also sets out a criterion-based policy to enable appropriate windfall sites to be brought forward to further supplement the numerous existing unimplemented permissions for windfall Gypsies and Travellers sites within the Borough where necessary.

## **Agreement**

**Signatories that have a responsibility for Gypsy and Travellers, and Travelling Showpeople accommodation agree that:**

- **they will each meet the assessed level of accommodation requirements for Gypsy and Travellers, and Travelling Showpeople within their respective planning authority areas, and;**
- **there are no outstanding unresolved strategic issues relating to the accommodation of Gypsies, Travellers and Travelling Showpeople.**

## **6. Governance Arrangements**

- 6.1 This Statement of Common Ground was agreed and signed off by all parties prior to the submission of the Local Plan to the planning inspectorate (Regulation 22). All signatories are in agreement on the matters identified. As outlined at the beginning of the document Darlington Borough Council has contributed to, agreed and signed a number of other statements prepared by neighbouring authorities over recent years. These statements have been utilised and updated to provide the current position in this document.
- 6.2 In terms of timescales for review, it is intended that this will be done on an annual basis. The next point at which this statement will be reviewed has not been formally set. It may be necessary to revise the statement prior to public examination for the Local Plan but only if requested by the planning inspector. A review may also be influenced through discussions with signatory authorities or when a decision is taken to update strategic policies in the area covered by the statement.

## **Appendix 1: Evidence of Joint Working**

Under the Localism Act and the National Planning Policy Framework (NPPF), Local Planning Authorities are under a duty to cooperate with each other, and with other prescribed bodies on strategic planning matters that cross administrative bodies.

Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans and paragraph 26 of the NPPF (2019) states that 'effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy.

The council is committed to ongoing engagement and co-operation on strategic matters and is confident it can demonstrate compliance with the Duty to Cooperate by way of providing evidence of continuous collaboration with neighbouring Local Planning Authorities and prescribed bodies.

The Council has continued to fulfil its duty to cooperate in the following ways:

- Consultation with duty to cooperate partners through Local Plan evidence gathering and preparation
- Responding to and engaging in consultations from neighbouring Local Planning Authorities through their Local Plan preparation and evidence gathering
- Undertaking collaborative Policy Development
- Regional working with Local Planning Authorities

### **Consultation with duty to cooperate partners through Local Plan evidence gathering and preparation**

The Council has consulted and engaged with Duty to Cooperate partners throughout the preparation of the Darlington Local Plan (2016-2036) from the initial Issues and Scoping Stage through to the recent Regulation 19 Proposed Submission Local Plan consultation. This has included both the formal consultation process; the hosting of meetings, workshops and presentations; and email correspondence.

The key stages of engagement with partners and particularly Local Planning Authorities were at the initial issues and scoping stage in 2016 where their input was used to assist in establishing the strategic framework for the new Local Plan, to identify the likely strategy cross-boundary matters to arise and if any further work or discussion was required.

Another important stage was the Draft Local Plan where consultation and discussion took place regarding the more detailed proposed strategy, strategic policies and sites. This process again assisted in highlighting the key strategic cross boundary matters which are identified in the Statement of Common Ground which sets out each authority's position on these.

The Duty to Cooperate process undertaken with Local Planning Authorities included hosting a series of meetings with all Tees Valley authorities and the adjoining districts (Durham, Hambleton and Richmondshire), this involved the respective portfolio holders and senior officers from August to November 2017 prior to the publication of the draft plan.

Relevant prescribed bodies have also been consulted and engaged with throughout the preparation of the Local Plan 2016-2036 with their comments addressed and incorporated in the preparation of the subsequent stage of the Local Plan where relevant. A key form of engagement with prescribed bodies has been the evidence gathering and preparation stage such as Natural England and the Habitats Regulation Assessment, the Environment Agency and the Strategic Flood Risk Assessment and Highways England and the traffic modelling.

### **Responding to and engaging in consultations from neighbouring Local Planning Authorities through their Local Plan preparation and evidence gathering**

The Council has engaged in the Local Plan preparation process of all neighbouring planning authorities - Durham County Council, Stockton Borough Council, Richmondshire District Council and Hambleton District Council as well as other Tees Valley Local Planning Authorities. It has attended numerous meetings and provided written responses to consultations on the preparation of their respective Local Plans to ensure that any significant strategic cross boundary issues can be discussed and cooperated on.

The Council has also entered in to Statements of Common Ground on the strategic cross-boundary planning issues identified with this Statement of Common Ground with Durham County Council (2019), Hambleton District Council (2020) and Stockton Borough Council (2018) which are available at Appendix 5. This Statement of Common Ground provides the updated position on the strategic cross-boundary planning matters with each of these authorities. Separate Statements of Common Ground documents have been produced by each Authority to ensure a more cohesive document for each authority illustrating co-operation with their respective duty to cooperate partners which differ largely due to geography for example County Durham has borders and relationships with the wider North East region to the north and Cumbria to the west which Darlington Borough doesn't.

The cooperation process has also included attendance at member workshops hosted by neighbouring authorities at key stages of their Local Plan preparation process.

### **Undertaking collaborative Policy Development**

As well as engaging in the preparation of each authorities respective Local Plan policies and evidence gathering stages the Council has worked collaboratively on policy development for strategic cross-boundary matters. This includes:

- Creation of compatible and consistent policy approach regarding Teesside International Airport with Stockton Borough Council as it is located across both authorities.
- Consistent policy approach to the conservation and enhancement of the Stockton and Darlington Railway with Stockton Borough Council and Durham County Council.

The Council has also worked collaboratively with other prescribed bodies in the preparation of Local Plan policies and evidence base documents including;

- Historic England in the completion of Heritage Impact Assessments and the preparation of policies on the Historic Environment;
- Highways England in the undertaking and scrutiny of transport modelling;

- Natural England in the preparation of policies on the Natural Environment, Habitats Regulation Assessment and the Sustainability Appraisal; and
- Environment Agency in the preparation of the SFRA, Sustainability Appraisal and flood risk policies.

## **Regional working with Local Planning Authorities**

Darlington Borough Council has strong background in co-operation and has always engaged well with neighbouring authorities and other public bodies. Previously the five local authorities of the Tees Valley (Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton) worked together to address strategic issues including planning through the Tees Valley Joint Strategy Unit (TVJSU). The TVJSU worked with the five authorities to prepare the Tees Valley Structure Plan, which was adopted in 2004. This structure plan was used as the basis for the work done for the Regional Spatial Strategy for the North East particularly in respect of housing numbers in which the Tees Valley authorities worked together to develop housing requirements.

In addition, the Tees Valley authorities worked jointly to prepare the Tees Valley Minerals and Waste Development Plan Documents, which were adopted in 2012. These Minerals and Waste documents was prepared under the guidance of a Tees Valley minerals and waste group made up of officers from the Tees Valley authorities. A number of joint evidence base documents and SPDs have also been produced over the years.

The Tees Valley local authorities have a strong track record of collaborative working and, since the 1st April 2016, have been able to unite, along with the Tees Valley Local Enterprise Partnership (LEP), as the Tees Valley Combined Authority (TVCA) to make decisions on key strategies relating to economic development, transport, infrastructure and skills.

The LEP operates across the five local authority areas. This body is a partnership between the Tees Valley local authorities and businesses, which helps to determine local economic priorities and leads on economic growth and job creation within the local area. Prior to the incorporation of the TVCA, the LEP was known as Tees Valley Unlimited. Following the creation of TVCA the LEP remains a separate entity but is supported by the TVCA.

TVCA has powers relating to culture, business, skills, education and transport, but it does not currently have planning powers. Each local authority retains an individual planning function and co-operates on this matter through regular meetings on cross-boundary issues and, in certain circumstances, joint working. This work is coordinated by two groups, these are:

- **Tees Valley Planning Managers (TVPM)** – acts as an Advisory Group to Tees Valley Combined Authority Management Group on planning issues. The group seeks to ensure the timely delivery through planning mechanisms / frameworks of enhanced strategic economic development, housing, infrastructure and regeneration provision in support of the economic growth ambitions of the TVCA. The Group comprises senior level representation from the Heads of Planning/Planning Policy Managers/Development Control Managers for the 5 Tees Valley Local Authorities; and
- **Development Plans Officer Group (DPO)** - takes place as a sub group to TVPM meeting with a separate quarterly opportunity for local authorities adjoining the Tees

Valley to participate on Development Planning issues. Additional participants include Durham County Council, North Yorkshire County Council, North York Moors National Park, Hambleton District Council, Richmondshire District Council, and Scarborough Borough Council.

The Tees Valley Development Plans Officer Group has and continues to be a particularly important avenue for ensuring ongoing collaboration and co-operation with neighbouring and the wider Tees Valley Local Planning Authorities on the identified strategic cross-boundary planning issues and the preparation of Local Plan strategies and policies in co-ordinated and collaborative manner.

## Appendix 2: Local Authority Housing Requirements

Local Authority	Adopted Plan Date	Adopted Plan Period	Adopted Plan Requirement (dwellings per annum)	Plan Review Date	Next Stage Plan Preparation	Next Stage date	Objectively Assessed Need (OAN) or Local Housing Need (LHN)	Unmet Need for Darlington
Darlington Borough Council	May 2011	2011 - 2026	350 - 400		Submission (Reg 22)	Dec 2020	492 (OAN)	N/A
Stockton on Tees Borough Council	January 2019	2017 - 2032	655 - 720	Not set	N/A	N/A	N/A	None
Durham County Council	October 2020	2016 - 2035	1,308	Not set	N/A	N/A	N/A	None
Hambleton District Council	April 2007	2026	290	Currently under review	Publication of inspectors report (Reg 25)	TBC	315 (OAN)	None
Richmondshire District Council	Dec 2014	2012 - 2028	180	Currently under review	Preferred Options (Reg 18)	Early 2021	160 (OAN)	None

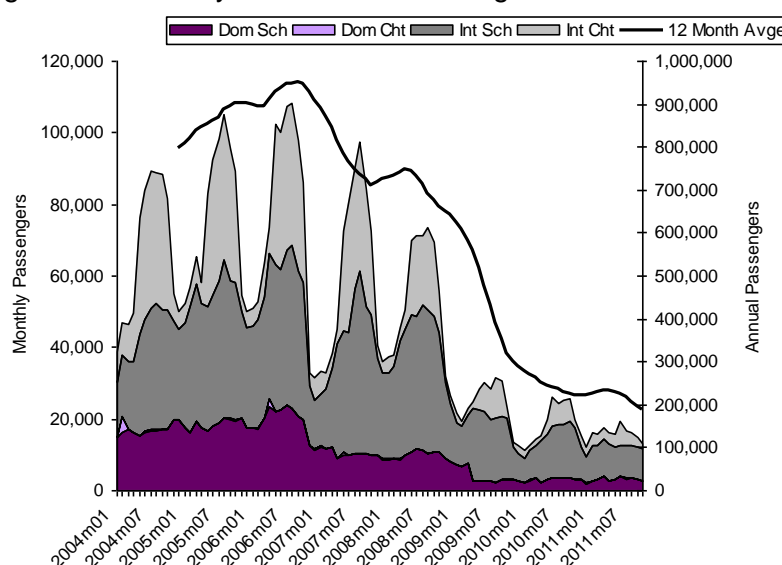
### Appendix 3: Teesside International Airport Planning History

This appendix provides a summary overview of the historical background and planning context at the airport.

Aerodrome use commenced on the site during the Second World War, following cessation of this use in the 1960s the site transferred to public ownership for civilian / commercial use and was known as Teesside International Airport. In 2003 the Local Authorities entered in to an agreement with Peel Airport Limited (PAL) which made PAL a majority shareholder on the basis that they inject capital in to the airport. The Council's remain minority shareholders at the airport, with the majority shareholding currently held by Peel Investments (DTVA), a wholly owned subsidiary of the Peel Group.

Shortly afterwards the airport was rebranded as Durham Tees Valley Airport. The success of the early investment resulted in a peak in passengers through the airport in 2007 (see figure 1 below), followed by significant reduction to only 189,000 passengers in the 12 months to October 2011.

Figure 1 – Monthly and Annual Passenger Numbers at DTVA



The airport was brought back into public ownership in January 2019 when Tees Valley Combined Authority (TVCA) bought Peel's majority share. It should be noted that TVCA made it clear that they did not intend to pursue Peel's objective of creating a neighbourhood at the airport and developing new homes and community facilities. As such a related outline planning permission for 350 dwellings (details can be found further on in this appendix) lapsed and no further action was taken.

#### Airport Master Plan

The UK Aviation Framework was published in March 2013 and set out a requirement for all regional airports to set out a masterplan. Airport masterplans do not have a statutory basis but the primary objective is to provide a clear statement of intent on the part of an airport operator to enable future development of the airport to be given consideration in the local planning process. The master plan was adopted in 2014. The key developments identified in the master plan which were relevant for Local Plans are set out in figure 2 below.



Figure 2 – DTVA Masterplan Proposals

Northside Plan Proposals	Commercial Floorspace (sq.m) / Residential Units
A1 Retail	2,025
B1 Business (Offices)	9,600
B2 (Industrial) / B8 (Warehouse)	16,820
B8 Hangars (Warehouse) / B2 (Industrial)	28,935
C1 Hotel (Extension)	1,400 (60 beds)
C3 Residential	250 - 400 units*
D1 Non-Residential (Nursery)	925
Sui-generis (Showrooms)	2,650
Total (excludes C1 and C3 Floorspace)	60,955
Southside Proposals - Phase 1	Commercial Floorspace (sq.m)
B1 Business (Offices)	3,386
B1 (supporting other B use)	6,984
B2 General (Industrial)	3,600
B8 Storage & Distribution (Warehouse)	162,733
Total	176,703**
Southside Proposals - Phase 2	Commercial Floorspace (sq.m)
B8 Hangars (Warehouse)	135,000
Total	135,000

The masterplan outlines that the Northside will focus upon consolidation of aviation activity and diversification of employment uses through infilling. It also includes provisions for new housing within Northside for enabling development to support the airports commercial expansion. These spatial objectives are reflected in recent planning permissions.

The masterplan sets out that the Southside Development will continue to be an employment led development on a scale comparable to that which has been granted by existing planning permissions.

### Planning History

During the development of planning policies and the determination of planning applications both Stockton on Tees Borough Council, Darlington Borough Council, and relevant subregional agencies have worked proactively when considering development issues at the airport. The airport has a long and complex planning history, therefore this section focuses on the history behind the main growth proposals set out in the Airport Masterplan and emerging Local Plans. The planning history is summarised as follows:

- North Side – land within the airport to the north of the runway, which is largely within Darlington Borough.
- South Side – land within the airport to the south of the runway, which is largely with Stockton on Tees Borough, but includes an area of land in Darlington Borough.

### North Side

In December 2007 planning permission (DBC ref 04/01427/FULE) was granted for the extension and refurbishment of the terminal building, development of cargo and maintenance village (Class B2 and B8). New and expanded airside apron including lighting, extension and reconfiguration of passenger and staff car parks and car hire facilities including lighting, access roads and fencing, construction of aircraft stands, airside hard standing and parallel taxiway including lighting, extension and reconfiguration of airport

access road, pick up and set down areas including lighting, new bus stop and taxi stands, construction of new sewage treatment plant and associated pipe work (part outline, part full application).

In February 2007 outline planning permission (DBC ref 04/01428/OUTE) was granted for development of site to provide a business park comprising up to 18,600m<sup>2</sup> (Use Class B1), 4,200m<sup>2</sup> 100 bed hotel (Use Class C1) and 560m<sup>2</sup> public house/restaurant (Use Class A3) associated car parking and structural landscaping.

In November 2008 planning permission (DBC ref 04/01428/RM1) was granted for the details of access, appearance, landscaping, layout and scale for hotel development pursuant to outline planning permission ref no 04/01428/OUTE.

In August 2017 outline planning permission (DBC ref 16/00578/OUT) was granted for residential development for up to 350 dwellings and local services centre (Class A1 to A5, D2, D1, C2 and vehicle showroom), together with associated access, car parking, open space and landscaping with all matters reserved. The scheme was identified in the 2014 masterplan and was described as enabling development; however DBC did not support this view after analysis of details submitted with the planning application. Subsequently enabling development was not a reason for the approval. It should also be noted, as part of the s106 agreement for this permission the previous permissions outlined above (04/01427/FULE, 04/01428/OUTE and 04/01428/RM1) were revoked without compensation to the airport.

The residential development permission lapsed in 2019 and the new owner (TVCA) made it clear that they did not intend to pursue the scheme.

A number of smaller applications have been approved more recently on the northern side of the airport, these included:

- Continued temporary change of use of north western section of the existing long stay car park to caravan, motor home and car storage (use class B8) (DBC ref 16/00058/cu) approved March 2016.
- Erection of five light industrial/storage units and offices including demolition of existing sub-station and re-routing of cables to main existing sub-station (DBC ref 17/00049/FUL) approved June 2017.
- Variation of condition 2 (approved plans) attached to planning permission 17/00049/FUL for the erection of five light industrial/storage units and offices including demolition of existing sub-station and re-routing of cables to main existing substation (17/00774/FUL) approved Oct 2017.

## South Side

An outline planning permission (SBC Ref: 95/1999/P) for 'freight handling, distribution and packaging freight forwarding and light industrial/commercial assembly' was called in by the Secretary of State in February 1998 measuring in excess of 175,000sqm of floorspace across 12 buildings. Following a public inquiry planning permission was granted in early 2000 with a condition limiting the buildings to airport related use. Following this permission the life of the outline consent was extended first by application 02/1963/P and then by application 05/0957/ARC.

Following changes to the planning system the then Government introduced Regional Spatial Strategies. The draft RSS was produced in November 2004 and adopted in July 2008. DTVA was specifically mentioned in policy 10.4:

'encouraging the growth of passenger and freight services from Durham Tees Valley Airport in linking the Region to international markets, and encouraging the development of 80

hectares of land for airport-related uses (as defined in this RSS), to enable Durham Tees Valley Airport's potential as an economic driver to be realised and cater for its anticipated passenger growth'

In addition, policy 18 set out the employment land portfolio for the North East identifying a requirement for 255 hectares of land in Stockton on Tees Borough and 235 hectares of land in Darlington Borough. In addition to this, a footnote to the adopted policy stated that '20ha of Stockton's 255ha general employment land and 5ha of Darlington's 235ha general employment land is to be provided on land to the south of Durham Tees Valley Airport.'

Policy 21 of the RSS set out the policy approach for the region's airports safeguarding land for airport related use with the justification for the policy including a description of 'airport related uses' as set out in the table below.

Figure 3 – Airport related uses as set out in the adopted RSS

Category	Uses
Operational Infrastructure	Runways; Taxiways; Aircraft Apron; Control Tower; Fire Station; Internal Highways; Service Vehicle Maintenance etc; Aviation Fuel Farm; and Vehicle fuel storage.
Terminal Facilities	Airlines Sales, Reservations and Bookings; Passenger Facilities, including Catering; Passenger Retail Facilities; and Public Transport Facilities.
Car Facilities	Car Hire; Public Car Parking; Staff Parking; and Petrol Filling Station.
Maintenance	Aircraft Maintenance; and Avionics Maintenance and Supply.
Offices	Ancillary Uses; and Supporting Functions.
Distribution	Freight Forwarding; Freight Agents; In-flight Catering Facilities; and Flight Packaging and Provision Facilities.
Training	Airline Training Centres; and Related Training Centres.
Hotels	Accommodation, Conference, Ancillary Activities

Also in July 2008, Stockton on Tees Council determined a planning application (SBC Ref: 08/0728/FUL) in accordance with the draft RSS, which sought:

- Reserved matters approval for detailed development on the part of southside within Stockton on Tees Borough as outlined in Appendix A;
- To enable general employment activities on 20 hectares of the site, in line with the RSS.

This permission was part implemented by the owner of the airport and remains extant. The principles of the airport masterplan are in line with the above planning permissions, with the exception of an additional (11th) building indicated on the 'fire training site'. Therefore, the Airport Masterplan includes more floorspace than the planning permissions.

## Access

In order to deliver the Southside development, a second access was originally proposed as part of the original planning permissions which linked the Southside development to the stretch of the A167 to the east of the railway line but will not be implemented.

A revised access arrangement was identified in the 2014 masterplan and in 2015, planning permission (SBC Ref: 15/1625/FUL) was granted for the route, which is proposed to loop around the eastern edge of the runway. This negated the need for the second access originally approved in 2000.

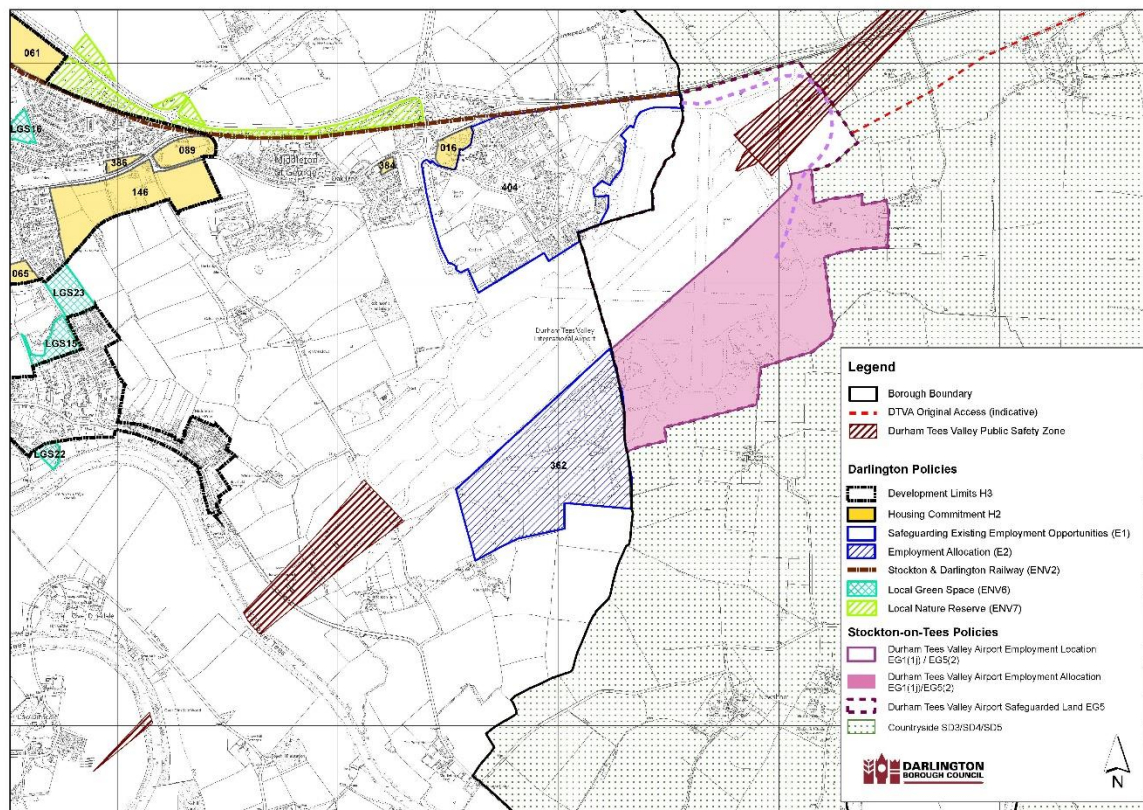
The above revised access arrangement also straddled the boundary with Darlington Borough Council. Consequently, an identical application (DBC ref 15/00677/FUL) was

submitted to DBC who considered those elements which fell within their administrative boundary; a small element of the link road to the north side of the runway (eastern end). Planning permission was granted by DBC in November 2015.

The Stockton Borough Council scrutiny review of the Airport Masterplan noted that the Tees Valley LEP had secured £5m from the Government's Local Growth Fund for development of Southside, in particular the road access to the site. Following the agreement of the Tees Valley City Deal (2014) and the devolution of funding to the Tees Valley Combined Authority, the Local Growth Fund was absorbed in to one single funding pot with all schemes required to meet more detailed qualifying criteria. As a result of this change in circumstances, this scheme does not currently benefit from public sector funding.

In addition to the above, significant works were undertaken at Longnewton to provide a grade separated junction at the A66 which provided access to the airport / Longnewton village. This road junction opened in 2008.

## Appendix 4: Teesside International Airport Combined Policies Map



## **Appendix 5: Adjoining Authorities Statements of Common Ground**

Durham County Council

Doc C10 Duty to Co-operate Statement pgs 75-80

<https://durhamcc.objective.co.uk/portal/planning/cdpexam/>

Hambleton District Council

<https://www.hambleton.gov.uk/downloads/file/1066/pd08-statement-of-common-ground-submission>

Stockton on Tees Borough Council

<https://www.stockton.gov.uk/media/1585711/socg-hma-tees-valley-las.pdf>

<https://www.stockton.gov.uk/media/1585713/socg-dtva-sbc-and-dbc.pdf>