

# Infrastructure Delivery Plan 2022





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## 1. Executive Summary

- 1.1 The purpose of the Infrastructure Delivery Plan (IDP) is to assess what current infrastructure there is in the Borough, what is being planned with committed investment and what will be needed in the future.
- 1.2 The draft Local Plan 2021-2039 sets out the policies and allocations to meet the Borough's development needs to 2039. The IDP identifies the infrastructure required to support the delivery of the Local Plan.
- 1.3 The IDP benefits from the contributions made by a wide range of key stakeholders. In addition to supporting the Local Plan it also meets the South Tyneside Vision 2011-31 and the South Tyneside Council Strategy 2017 -2020.
- 1.4 The IDP will be updated as appropriate to take account of changes to and progress with specific development schemes or projects. It deals primarily with public sector-related infrastructure and / or land under public ownership. All sites, including references, correspond to the emerging Local Plan's site allocations.

## 2. Introduction

- 2.1 Creating prosperous and sustainable communities can only be done if the necessary physical, social and green infrastructure is in place. Infrastructure delivery planning is fundamentally about identifying the future infrastructure investment needs of the Borough to support the delivery of development within the emerging Local Plan. It involves partners in the Borough working collaboratively so that the place-shaping role becomes one of total place-shaping and planning and delivery of infrastructure is joined-up.
- 2.2 The IDP is a crucial tool for helping to identify funding priorities and gaps by making the best use of what we already have and using available funding for investment within local communities in the most effective way.
- 2.3 The IDP divides into two broad sections. The 1st section presents a descriptive overview organised thematically. A broadly similar format is followed within the different thematic areas, setting out existing provision, capacity pressures likely to result or be exacerbated by delivery of the Local Plan and priorities for investment. The 2nd section (Appendix 2) is intended to compliment this by providing a detailed breakdown in tabular form, also organised thematically of the items of infrastructure needed to deliver the Local Plan including the estimated timeframe for delivery, possible funding sources and whether the item is essential or desirable in the context of the policies and allocations in the Local Plan. At this Regulation 18 Draft Local Plan consultation stage, not all of this information is available for all thematic areas. The IDP is a living document and will be kept under review and updated at least on an annual basis
- 2.4 The Local Plan sets out the development strategy for the Borough up to 2039 including the scale and distribution of growth proposed for housing and economic development. Housing sites have been focused in the Main Urban Area of South Shields, Hebburn, Jarrow and the Villages on allocated sites. The IDP shows how the Council is working with stakeholders to ensure that the projected levels of growth can be accommodated. This is particularly relevant in the context of travel planning and also planning for school places. The majority of economic development allocations are already in employment use and should not result in significant new traffic generation.

## NATIONAL POLICY CONTEXT

- 2.5 National planning policy on infrastructure planning is set out in the National Planning Policy Framework (NPPF). This states that achieving sustainable development means that the planning system has three overarching objectives - economic, social and environmental. 'Identifying and coordinating the provision of infrastructure' is identified as pursuant to the economic objective (NPPF Paragraph 8). There are a number of references to the provision of infrastructure in the NPPF. The references make clear that infrastructure provision is also essential to the delivery of the social and environmental objectives, for example the provision of community facilities and

green infrastructure. The NPPF also states that that ‘strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make provision for:

- Housing (including affordable housing), employment, retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaption’ (NPPF Paragraph 20).

## REGIONAL CONTEXT

### **NORTH EAST COMBINED AUTHORITY**

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2.6 Durham; Gateshead; Newcastle; North Tyneside; Northumberland; South Tyneside and Sunderland have come together to form the North East Combined Authority (NECA). On the 2nd November 2018, the Newcastle upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 changed the boundaries of NECA. As a result of these governance changes the boundaries of NECA now cover the Local Authorities of Durham, Gateshead, South Tyneside and Sunderland. There is also now a North of Tyne Combined Authority which comprises the local authorities of Newcastle, North Tyneside and Northumberland.

2.7 NECA is not a statutory planning body. It is a legal body that provides a strategic co-ordinating framework to assist local authorities with common objectives such achieving the delivery of transport infrastructure and attracting inward investment. To deliver this NECA has the following three portfolios:

- Transport
- Employability and Inclusion
- Economic Development and Regeneration

### **NORTH EAST LOCAL ENTERPRISE PARTNERSHIP**

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2.8 The North East Local Enterprise Partnership (NELEP) is a public, private, and education sector partnership that covers the same geographical area as the North East Combined Authority and the North of Tyne Combined Authority. The NECA provides the formal accountability arrangements for the NELEP. The NELEP has an important role in promoting local economic development and a strong environment for business growth.

## **NORTH EAST STRATEGIC ECONOMIC PLAN**

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2.9 The LEP has worked with its partners to produce the North East Strategic Economic Plan (SEP) (2014 - refreshed in 2017 and in February 2019). The SEP is the principle strategic economic policy document for the North East. It sets out an Industrial Strategy for the region; a blueprint for intervention and investment to ensure the North East delivers more for the UK economy and for all who live, learn and do business here. South Tyneside Council is a key partner in the delivery of the SEP and we will continue to work with our partners across the north east, pan-regionally and nationally. The SEP has identified four business opportunity areas that provide huge potential to generate jobs within the North East economy. These are:

- Digital
- Advanced manufacturing
- Health and life sciences
- Subsea, offshore and energy technologies

## **LOCAL CONTEXT**

### **THE SOUTH TYNESIDE VISION 2011 - 2031**

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2.10 The South Tyneside Vision, agreed in 2011, sets out the South Tyneside Partnership's 20 year ambitions for the Borough: South Tyneside will be an outstanding place to live, invest and bring up families. To achieve the Vision the Partnership agreed 10 strategic outcomes under the themes 'people' and 'place'. The place outcomes are as follows:

- A Regenerated South Tyneside with increased business and jobs.
- Better transport
- Better housing and neighbourhoods
- A clean and green environment
- Less crime and safer communities

### **DUTY TO CO-OPERATE**

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2.11 Integral to the process of producing the Local Plan has been regular engagement with neighbouring local authorities and other key partners to ensure a collaborative approach to key strategic planning matters. The North East Heads of Planning Group consists of Heads of Planning from the LA7 group of north east local authorities. It meets quarterly to discuss high-level cross-boundary issues and share strategic and procedural best practice.

2.12 In addition to the Heads of Planning Group, there is a South of Tyne Spatial Planning working group that brings Spatial Planning managers from South Tyneside, Durham, Sunderland and Gateshead. A key focus for the group is to highlight and consider cross-boundary strategic issues associated with plan preparation and implementation, including infrastructure requirements.

2.13 A separate paper 'The Duty to Co-operate Statement' details *inter alia* the governance arrangements and how we will continue to work with key partners to address strategic infrastructure delivery issues.

## COLLABORATIVE WORKING

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2.14 The preparation of this IDP has involved extensive collaborative working, both within STC and with external stakeholders.

2.15 STC partners have included:

- Highways and Transport
- Strategic Projects
- School Places
- Environmental Health
- Public Health
- Greenspace and Countryside
- Community and Leisure

2.16 External stakeholders have included:

- National Highways
- NHS South Tyneside Clinical Commissioning Group
- Northumbrian Water
- Northern Powergrid
- Northern Gas Networks
- Virgin Media
- City Fibre
- BT Open Reach

## FUNDING AND DELIVERY

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2.17 Identifying how infrastructure can be funded and delivered when required is a key part of planning for infrastructure. The collaborative working referred to above, with infrastructure and service providers, has assisted in determining funding available through their investment plans has and also understanding the inter-relationship of different projects particularly in the context of transport planning.

2.18 The IDP is an iterative and 'live' document and this is particularly relevant in the context of infrastructure funding as different sources and amounts of funding can become available over the plan period and some projects may require a complex mix of funding streams. Some funding streams will only be confirmed at a later date and some are subject to funding bids. It is important to explore the range of funding opportunities that are available and this section sets out some of the sources of funding available.



### *South Tyneside Council's Capital Programme*

- 2.19 The Council's Medium Term Financial Plan 2022-2027 outlines our approach to setting our financial future. It also sets out the Council's budget for 2022/23.

### *Developer Contributions*

- 2.20 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 may require the developer to contribute to infrastructure to mitigate the impacts of a development proposal. This is an existing mechanism to secure contributions towards infrastructure delivery.
- 2.21 A Section 106 agreement is negotiated at the point of the planning application and becomes a legal agreement between the Council and the developer. Contributions are subject to the conditions set out in the legal agreement. Any contribution must meet all of the following statutory tests:
- a) Necessary to make the development acceptable in planning terms;
  - b) Directly related to the development; and
  - c) Fairly and reasonably related in scale and kind to the development.

### *Section 278 Agreement*

- 2.22 A Section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council to make alterations or improvements to a public highway, as part of a planning application. Examples of works delivered through Section 278 agreements include the improvement works to Mill Lane Junction. The use of Section 278 agreements will continue to be an important mechanism for the delivery of local highway infrastructure.

### *The Infrastructure Funding Levy*

- 2.23 The Levelling Up and Regeneration Bill replaces the current system of securing developer contributions (through section 106 agreements and the Community Infrastructure Levy) with a new Infrastructure Levy. The rates and thresholds will be set contained in 'charging schedules' and set and raised by local planning authorities (rather than nationally), meaning that rates are tailored to local circumstances and deliver at least as much onsite affordable housing. Charging schedules must have regard to previous levels of affordable housing funded by developer contributions such that they are kept at a level that will exceed or maintain previous levels. All schedules will be subject to public examination. There will also be a process to require developers to deliver some forms of infrastructure that are integral to the design and delivery of a site.

### *Potential sources of external capital funding*

- 2.24 Potential sources of capital funding are not static and will vary over time. Listed below are sources during the 2022/23 financial year:
- LEP – Enterprise Zone Business Rate Growth Income

- Levelling Up Fund
- BEIS – Heat Network Development Fund
- Department for Transport
- Transforming Cities Fund
- Centaurea Homes
- Disabled Facilities Grant
- Active Travel Funding
- DfE School Condition Grant
- DLUHC Future High Streets Fund
- European Regional Development Fund
- Devolved Formula Capital
- DfE High Needs Provision
- National Highways
- St Aloysius School

## **MONITORING AND REVIEW**

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2.25 The IDP is a ‘live’ document. There are a wide range of factors which influence infrastructure projects and priorities. Monitoring and updating will therefore be necessary. The IDP reflects the plans and programmes of work of stakeholders and infrastructure providers which will be reviewed and may change over time. New plans and projects are also likely to emerge, which will be relevant for inclusion. In this regard it is considered appropriate to review the IDP routinely to ensure it is up to date.

### 3. International Advanced Manufacturing Park

- 3.1 The International Advanced Manufacturing Park (IAMP) is a joint venture between Sunderland City Council and South Tyneside Council in support of the Sunderland and South Tyneside City Deal proposal for a cross-boundary strategic employment site on land to the north of Nissan.
- 3.2 The IAMP Area Action Plan (AAP) has been prepared jointly by the councils to establish the spatial planning framework that is needed to successfully deliver the IAMP. The AAP covers the period 2017 - 2032. The development of IAMP links to the North East SEP and has been identified by the Government as a nationally significant infrastructure project (NSIP). The IAMP is located to the north of Nissan's existing plant, within the administrative areas of South Tyneside Council and Sunderland City Council.
- 3.3 The IAMP will provide approximately 392,000 sqm of new floorspace on a site of 150 ha. Principal uses are defined as production, supply chain and distribution activities directly related to the automotive and advanced manufacturing sectors.
- 3.4 Progress on the delivery of IAMP is set out in the Employment Land Technical paper.
- 3.5 South Tyneside Council has a dedicated webpage for information on the IAMP The link is as follows:

<https://www.southtyneside.gov.uk/article/33946/International-Advanced-Manufacturing-Park>

## 4. Travel

### OVERVIEW

- 4.1 Transport is an important part of everyday life that ensures people or goods are moved safely and efficiently. By promoting efficiency and sustainability carbon emissions are lowered and people are able to improve their health and wellbeing. Locally this seeks to ensure “South Tyneside will be an outstanding place to live, invest and bring up families.”
- 4.2 South Tyneside has adequate transport links to the rest of the North East, as well as further afield, with the A19 Trunk Road passing through the Borough, the Metro, Shields Ferry and buses servicing most of Sunderland.
- 4.3 The road network within South Tyneside is made up of a hierarchy of routes, with the strategic highway network being maintained by National Highways, and the local highway network being maintained by South Tyneside. In South Tyneside, National Highways is responsible for the A19, A184 and A194(M).
- 4.4 Nexus is the Passenger Transport Executive, which is responsible for coordinating public transport in South Tyneside and the rest of Tyne and Wear including:
- Operating the Tyne and Wear Metro.
  - Coordinating local bus services.
  - Operating the Shields Ferry.
  - Maintaining bus stops and most bus stations.
  - Providing public transport information; and
  - Administrating the English National Concessionary Travel Scheme (ECNTS).
- 4.5 Regionally, the policy direction for transport is outlined by the North East Joint Transport Committee (NEJTC). The committee brings together the region’s two Combined Authorities (North of Tyne Combined Authority covering Newcastle, North Tyneside and Northumberland), and the (North East Combined Authority covering Durham, Gateshead, Sunderland and South Tyneside) which have transport powers for the region.
- 4.6 The committee took over the functions of the previous Tyne and Wear Integrated Transport Authority, including the promotion of sustainable transport. Transport is hugely important to the North East and the collaborative working of both Combined Authorities allows swift decision making, ensuring our local needs and transport priorities are delivered.
- 4.7 The North East Transport Plan sets out the transport priorities up to 2035 in the region. The Plan provides the strategic framework to enable an improved, more seamless, coordinated and integrated transport system across the region. The Transport Plan vision is 'Moving to a green, healthy, dynamic and thriving North East' and is supported by the following objectives: -

- Carbon Neutral North East.
- Overcome inequality and grow the Economy.
- Healthier North East.
- Appealing Sustainable Transport Choices.
- Safe and Secure Network.

- 4.8 More detail on the road network, public transport, walking and cycling within South Tyneside is provided in the wider document and accompanying schedule.
- 4.9 This IDP and the accompanying schedule is a working document that will be reviewed during the lifetime of the plan and therefore additional schemes may be added/removed. The defined scheme costs are for indicative purposes and a comprehensive cost estimate will be required during the detailed design process.
- 4.10 Also, the indicative phasing for scheme delivery is dependent on the quantum of development within the borough and therefore future applicants will be required to test the development impact on the junctions to identify when the defined infrastructure schemes are required.

## STRATEGIC ROAD NETWORK

### CURRENT PROVISION

- 4.11 The strategic road network within South Tyneside consists of the A19 which connects South and North Tyneside (via the Tyne Tunnel) and with Sunderland. This road is managed by National Highways and is defined as a key strategic economic corridor connecting people to employment. The corridor has a number of connections are at several key junctions and interchanges which are:
- A19 / A184 Testos Roundabout
  - A19 / A185 - Southern Portal of Tyne Tunnel
  - A19 / A194 – Lindisfarne Junction
  - A19 / A1290 Downhill Lane
- 4.12 Further to this, the A184 from the White Mare Pool (A184 / A194 / A194M) junction through to the Testo's roundabout is also part of the strategic road network and managed by National Highways. This important link connects the A194 and the A19 and ultimately South Tyneside with Gateshead and Sunderland.
- 4.13 The Council continues to hold regular meetings with National Highways in terms of managing and mitigating the potential impacts of proposed developments and allocations on the strategic road network and its key junctions.

### PLANNED PROVISION AND FUNDING

- 4.14 National Highways has recently constructed major improvements along the A19 corridor at Testo's (A194 / A184) and Downhill Lane (A19 / A1290) junctions. This investment as part of the Route

Investment Strategy has alleviated congestion, improved air quality, and stimulated economic growth for South Tyneside Council. These improvements have been critical in ensuring a strategic corridor from the Nissan Manufacturing Plant to the Port of Tyne in South Tyneside.

- 4.15 The delivery of these major infrastructure schemes has improved access to the Nissan Manufacturing plant and the associated supply chain, the International Advanced Manufacturing Plant (IAMP) and to the wider North East region.
- 4.16 As part of the Local Plan process, National Highways has modelled the impact of the Local Plan development to 2039 and has established that the highway infrastructure is insufficient to accommodate the anticipated increase in traffic on the strategic road network (SRN). Therefore, the following additional schemes will be required to adequately mitigate the impact of the plan to 2039:
- Southbound A19 Lane Gain / Lane Drop between Southern Portal of Tyne Tunnel and Lindisfarne junctions.
  - Lindisfarne Major Scheme Improvements (A19 / A194 / A1300).
  - Improvements at the A19, A185 and Howard Street junctions.
  - Major Scheme Improvements to A194(M) / A184 / White Mare Pool junction.
- 4.17 Interim improvements at the A194/A184 White Mare Pool junction will be required in the short-term. For example, improvements to the northbound and westbound approaches.
- 4.18 With respect to the proposed strategic housing allocation at Fellgate, the Council, working in partnership with National Highways, is also seeking to encourage modal transfer to active travel and public transport modes in order to minimise trip generation by the private car.
- 4.19 The Council and National Highways are working together to further develop a delivery plan for the implementation of these measures and any further schemes which may be required to mitigate the plan. Details of this will be included in a Memorandum of Understanding between the two parties. As and when these proposals progress the Council will update this IDP.

## LOCAL ROAD NETWORK

### CURRENT PROVISION

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- 4.20 The majority of people within South Tyneside are reliant on road networks. An efficient transport network is crucial to a functioning economy. A well functioned economy is supported through well developed and maintained transport assets where the performance of road links and junctions on key transport corridors, for both vehicular and pedestrian traffic matches the demand made upon them.
- 4.21 South Tyneside Council as Local Highway Authority is responsible for all associated highway infrastructure in terms of the management and maintenance. South Tyneside's Highway Asset

Management Plan sets out how the Council will maintain its highway assets, including roads, streets, bridges and structures. The Network Management Plan sets out how the Council will manage the efficient movement of traffic (including walking and cycling) on the network.

## **PLANNED PROVISION AND FUNDING**

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- 4.22 The Council is working with both internal and external stakeholders to enhance the highway network to accommodate the Local Plan’s projected levels of future growth. It is anticipated that funding to deliver these schemes will come from a variety of external funding sources including the National Highways Road Investment Strategy (RIS) allocations, Levelling Up Funding, Transport for the North (TfN), Local Capital and Developer Contributions.
- 4.23 The Council has identified schemes on the Local Road Network as defined in the Schedule which will assist in reducing the impact on the SRN and redistributing traffic on the Local Road Network. It is important to reference that that any projected costs or phasing of schemes are for indicative purposes and that a proper cost estimate will be required during the detailed design process, with the phasing element dependent on the development.
- 4.24 A Transportation Assessment of the draft housing allocations was undertaken in 2020/2021 which considered the likely impacts on the road network across South Tyneside, and any mitigation required ensuring the draft housing allocations are deliverable.
- 4.25 The emerging transport assessment stated: “The purpose of the transportation assessment is to guide the emerging Local Plan and the supporting Infrastructure Delivery Plan (IDP). The main requirements of the transportation assessment are to assess the suitability of the local highway network impacted by the Local Plan strategic sites and identify potential network improvements to enable the delivery of South Tyneside’s Local Plan.”
- 4.26 The transport assessment has provided a summary of potential mitigation measures for those junctions which were forecasted to become over-saturated during the Local Plan period. To address these issues, a range of infrastructure solutions have been identified.
- 4.27 The infrastructure schedule at the end of this document gives the latest information on highways schemes drawn from South Tyneside Council sources and the North East Combined Authority.

## **PUBLIC TRANSPORT NETWORK - BUS**

### **CURRENT PROVISION**

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- 4.28 Buses are the most common forms of public transport within South Tyneside. Despite encouraging the use of buses, car ownership is increasing, and bus patronage is falling. Measures such as the North East Enhanced Bus Partnership and Bus Service Improvement Plan are seeking to increase patronage, by improving accessibility, frequency, speed and quality of services.

- 4.29 Principally ran by private operators they provide a substantial network allowing residents to travel to major destinations throughout the North East, as well as connecting local neighbourhoods to the Town Centre areas. Currently, the two main operators locally are Stagecoach and Go North East (GNE) which offer regular services.
- 4.30 For South Tyneside Council, the extent and frequency of services is at the commercial discretion of the operator concerned. Where routes are deregistered because they are not commercially viable, Nexus may examine the viability of providing the services on a subsidised basis subject to increasingly difficult budgetary constraints. If the decision is taken to provide a subsidy, the service is tendered and the most appropriate bidder in terms of cost and quality is awarded a contract to operate the service.
- 4.31 Nexus also organise the scholar services which transport school children across the authority during the academic year. Ranges of integrated ticketing options exist for passengers using services that include Nexus's 'Pop' Card and the privately managed 'Network One' ticket. Further to this, each of the bus operators has their own version of a smart-card which offers ticket incentives through regular use.
- 4.32 The Council regularly communicates with local stakeholders, Nexus and Bus Operators through the Local Bus Board which is a corporate meeting held quarterly where issues are raised, and potential network improvements are discussed. This process ensures that local relationships between all local parties are established and cordial. Nevertheless, these relationships are measured against declining patronage in public transport services which must be addressed.

## **PLANNED PROVISION AND FUNDING**

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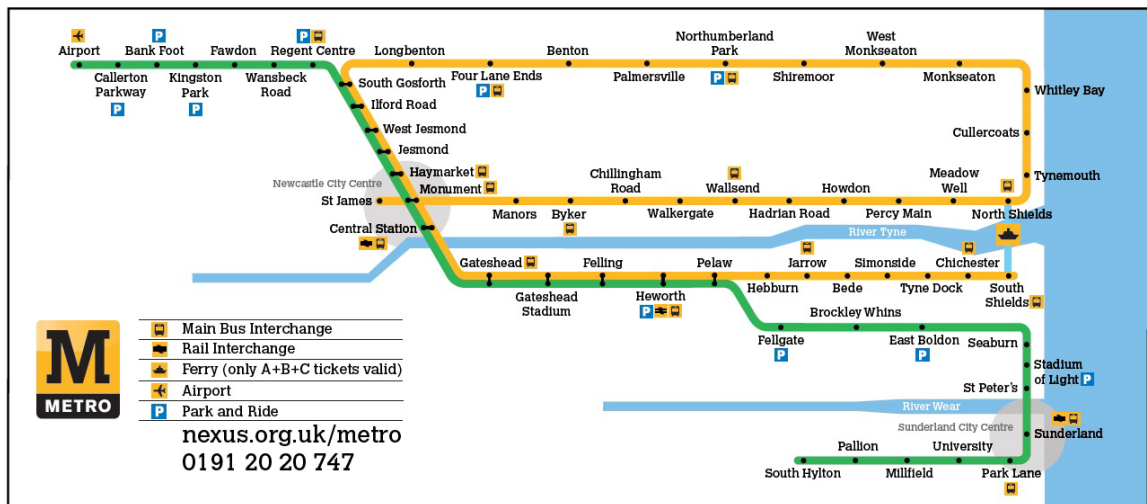
- 4.33 The Council takes a long-term view in the development of public transport within the Borough. If completed it will have a positive impact on new and existing developments and facilitate additional modal shift.
- 4.34 In developing the North East Enhanced Bus Partnership, the Council working collaboratively with the other local authorities, Nexus and the Local Bus Operators has defined a list of proposed infrastructure interventions that will improve the punctuality and reliability of local bus services. These can be found in the infrastructure schedule that accompanies this document.
- 4.35 In respect to new bus provisions for future developments, it may be necessary to either divert existing bus services to serve new developments, or to provide new routes subject to the scale of the development. Developer contributions may be required to fund these additional and expanded services until there is sufficient patronage to provide a commercially viable service.
- 4.36 South Tyneside in working with Nexus and the Local Bus Operators has defined a comprehensive list of infrastructure improvements to support the bus network within the borough, this information can be found in the defined infrastructure schedule.



**CURRENT PROVISION**

- 4.37 Network Rail is the owner and infrastructure manager of the National Rail Network in the UK. The local rail network in the North East region is surprisingly sparse in relation to population. This is for two reasons – the predominance of Metro on much of the former British Rail local rail network, and the long-distance, high speed focus of the East Coast Main Line (ECML).
- 4.38 The Metro is a light rail system servicing passengers across the Tyne and Wear which originally opened in 1980, and is summarised in three key statistics:
  - 38 million passenger trips per year
  - 90 trains
  - 60 stations
- 4.39 The Metro network has two lines, the Green Line runs between Newcastle Airport and South Hylton via Newcastle city centre, Gateshead and Sunderland. The Yellow Line takes a looping route between St James and South Shields. This can be found depicted in Map 1.

**Map 1: The Tyne and Wear Metro network**



- 4.40 There are the currently ten Metro Stations located within South Tyneside. These are primarily located on the Yellow Line which provides connections from South Tyneside via Newcastle City

Centre and North Tyneside. A further three Metro stations are located on the Green line within the south; this route provides connections to Newcastle Airport and the city of Sunderland.

- 4.41 Connections and facilities for non-motorised users vary in both quality and quantity at each metro station and improvements are required to ensure that the Metro System can be accessed by all.
- 4.42 The expansion, integration and improvement of local rail and Metro services are a key part of regional transport plans both locally and regionally. Demand for these services remains high as a direct result of increased economic activity. To assist this, the Metro system provides seamless unrestricted access to key urban areas.
- 4.43 Nexus is in the process of replacing the vehicle fleet, it is expected that the new fleet will become operational from 2023 onwards. This will ensure that the fleet is future proofed for the next several decades. Asset renewal is also the responsibility of Nexus and continues as and when funds allow.
- 4.44 Nexus have advised that network renewals will be required, and a business case has been submitted to Central Government to obtain significant funding for the following key areas: civil engineering works; permanent way; signalling; level crossings; depot equipment; plant; mechanical and electrical; stations; power; capital maintenance; and ticketing and gating.
- 4.45 From a heavy rail perspective, the Borough does not have any heavy rail passenger services, this may change in future with the potential development of the Leamside Line. In the medium term, South Tyneside is a member of the North East Rail Management Unit (NERMU). Chaired and held by Transport North East, this group can advise and provide input into local heavy rail services across the North East.
- 4.46 This group advises and contributes to the Transport for the North Rail strategy (Northern Powerhouse Rail) and plays a significant part in connecting the major northern cities including Newcastle, Sheffield, Leeds and Manchester with improved rail links.

## **PLANNED PROVISION AND FUNDING**

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- 4.47 Access to employment via Metro makes significant contributions towards sustainable mobility across an urban area. This is highlighted by data from the Census that shows 48% of workplace commuting trips from South Tyneside to Newcastle upon Tyne was by public transport, 91% of these were by Metro.
- 4.48 Nexus, the Public Transport Executive for the Tyne and Wear region have undertaken significant research to determine what schemes would be appropriate in order to facilitate appropriate levels of growth. The research and schemes directly associated with the borough are summarised below.  
*Fleet Investment*
- 4.49 A new fleet is being constructed following grant funding from the Department for Transport. Following a successful procurement exercise, the new fleet will be produced and managed by

Stadler, with the new fleet become operational by 2023. This will ensure that the Metro network will be resilient and reliable.

*South Tyneside Track Dualling (Metro Flow)*

- 4.50 Despite operating at very high frequency throughout the day, the Metro system currently includes lengthy sections of single track between Bede and Pelaw stations. These limit the timetable that can be offered to and from South Shields and across the whole network. Further to this, the single-track acts as a constraint on service recovery when disruption occurs. Crucially this limits the potential for new stations being considered between Hebburn and Jarrow stations, which are dependent on dual tracking option.
- 4.51 Removal of the single-track sections will ensure that this area of South Tyneside will receive improved Metro connectivity with the rest of the region. This is vital to ensure the economic regeneration of the Borough and enabling a wider range of services in the future. Funding has been sourced by Nexus through the North East bid to the Transforming Cities Fund with the removal of the single track to be completed by 2023.

*New Metro station between Hebburn and Jarrow*

- 4.52 Providing that the single-track operation between Bede and Pelaw is alleviated, the Council aspires for the provision of a new metro station at Mill Lane, Hebburn which will be to the benefit of new and future residents. The area is well situated to serve existing residential developments and future sites identified in the emanating local plan.
- 4.53 With appropriate off-road connections for non-motorised users this site will provide another means for new and future residents of the borough to travel sustainably.

*Leamside Line Reopening*

- 4.54 A long-standing aspiration of the North East region is the reopening of the Leamside line which is foreseen to alleviate capacity issues from the East Coast Mainline, but it can also offer improved accessibility locally as part of potential metro expansions. Nevertheless, there are significant associated costs with this scheme and the funding for which has yet to be addressed.
- 4.55 One of the key linkages to the Leamside Line and any reinstated passenger rail services for South Tyneside and neighbouring Authorities would be the opportunity to extend a metro service via the Metro from a spur from Heworth / Pelaw and link to the IAMP and other neighbouring development opportunities. Connecting these strategic employment sites to both heavy and light rail services would significantly improve the transportation options to these sites.

*South Shields to Sunderland Metro Connectivity*

- 4.56 South Tyneside is already well served by the Metro network towards Newcastle but direct links between the Borough and the South require improvement. The South Shields and Sunderland Metro routes are within 3km of each other in the Tyne Dock and Brockley Whins area. Running between them is a single-track freight branch serving Port of Tyne from Boldon East and West

Junctions, east of Brockley Whins. There is potential to use this existing alignment so Metro services can be provided between these locations.

- 4.57 At Boldon East Curve Junction, the Network Rail line towards Sunderland could be used to provide direct connectivity to South Shields, whilst the Boldon West Junction opens up the possibility of direct journeys between South Shields and potentially through any use of the Leamside Line to areas such as Follingsby Park, Washington and Durham Belmont, through the construction of a new spur heading west of Fellgate Metro.
- 4.58 South Tyneside is supportive of network upgrades that would mean improved service and local rail may be diverted onto regional lines, including the Leamside Line. The Council's responses will be coordinated at a regional level with Transport North East and the North East Joint Transport Committee in particular and will be addressed through the Northern Powerhouse Rail agenda and Central Government Integrated Rail Plan for the Midlands and North.

## PUBLIC TRANSPORT NETWORK – SHIELDS FERRY

### CURRENT PROVISION

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- 4.59 The Shields Ferry service is run by Nexus (Tyne and Wear Passenger Transport Executive) operating between South and North Shields. The service currently undergoes 25,000 trips each year carrying approximately 400,000 passengers: it also carries bicycles at no extra charge.
- 4.60 The ferry service is currently operated using two vessels - the 'Pride of Tyne' (303 max passengers) and the 'Spirit of the Tyne' (200 max passengers). The Ferry Landing in South Tyneside is a 5 minute walk from South Shields Town Centre and Public Transport Interchange, with regular bus links and provides an excellent sustainable transport connection.

### PLANNED PROVISION AND FUNDING

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- 4.61 Nexus have devised a Ferry Strategy to ensure that the operation of the Shields Ferry is secured. This has advised that significant investment is required to continue with the existing operations.
- 4.62 In terms of the North Landing, there is a requirement to secure external investment to construct a new ferry landing close to the North Shields Fish Quay. Further to this, it is expected that continued investment in the vessels and South Shields Ferry Landing will be required over the plan period.

## ACTIVE TRAVEL

### CURRENT PROVISION

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- 4.63 The Council is responsible for an extensive network of public rights of way and cycle lane provisions. Cycling levels have increased substantively across the borough and wider region. The social, health and environmental benefits are recognised and valued in the emerging Local Plan

and Regional Transport Plan. Building upon the existing network of cycle routes, footpaths and bridleways, new provision is planned across the borough.

- 4.64 The Council seeks to deliver appropriate and beneficial network development by exercising consultation in the development of strategic network plans and in project design. Consultations are carried out with Elected Members, statutory consultees for highway changes, national representative bodies such as the British Horse Society (BHS), Cyclists Touring Club (CTC), and Sustrans, as well as the Tyne and Wear Local Access Forum and localised interest groups.
- 4.65 The Borough benefits from multiple national network routes including National Cycle Network Route 1 and 72 and Regional Cycle Network 11 and 14, and the England coastal path National Trail. Network development is geared towards growth in cycle trips for work, education, retail and recreational journeys. Further to this, the Grade 2 listed pedestrian and Cycle Tyne Tunnel connects both banks of the River Tyne offering a seamless connection between North and South Tyneside.
- 4.66 South Tyneside Council recognises that walking and cycling are important modes of transport, that if considered from the outset can make a substantive difference to the health and wellbeing of new and future residents of the borough- particularly for short or informal journeys.
- 4.67 Walking networks, by comparison are more established within the Borough with over 810km of walking routes of all classifications available for use. These are typically managed by the Councils Highways Department through the Highway Asset Management Plan.

## **PLANNED PROVISION AND FUNDING**

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- 4.68 Due to on-going downward pressure on budgets, it is not possible to set fixed timescales for infrastructure delivery, however network development has continued via external grants, agreements, and expeditious use of existing budgets, with delivery of significant new or improved network occurring on an annual basis. Going forward, the Council hopes to secure network development budgets from external funding offered by Central Government through the submission of funding bids at the local authority and regional level.
- 4.69 From a policy perspective, the Council has had the Local Cycling and Walking Investment Plan (LCWIP) for the Borough endorsed at Cabinet. This plan will shape investment across the network within the South Tyneside for the next 15 years. The document also provides a comprehensive and active list of walking and cycling infrastructure improvements at both a local and wider strategic level which will be addressed throughout the life of the Local Plan.
- 4.70 The promotion of walking and cycling is an important aspect throughout the emerging Local Plan. Ensuring that each new development is connected to existing highways infrastructure, which in turn is part of a coherent network, is paramount.
- 4.71 Increased emphasis has been placed on Local Authorities over the last decade to promote walking and cycling. By facilitating local trips are made without the private car, the Council will be reducing

congestion on both local and to a lesser extent regional highway networks. The effects of this will also include improved individual health and wellbeing.

- 4.72 The Council will continue to assess and prioritise schemes for development they are predicated on the availability of external funding to deliver or promote them. The defined active travel improvements that would be required over the local period are defined in the infrastructure delivery schedule.

## 5. Environmental Infrastructure

### FLOOD RISK MANAGEMENT

#### INTRODUCTION

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- 5.1 The 2009 Flood Risk Regulations and the 2010 Flood & Water Management Act set out new responsibilities for the management of flood risk. South Tyneside Council is designated as a Lead Local Flood Authority (LLFA) and is responsible for local flood risk management from surface water, groundwater, ordinary watercourses, and small reservoirs including any interactions they may have with main rivers which are managed by the Environment Agency.
- 5.2 This includes the development and delivery of flood alleviation projects as well as ensuring new developments are protected against flood risk for up to a 1 in 100 year event plus 40% climate change.
- 5.3 South Tyneside Council's highways department are responsible for all drainage associated with the highways – including gullies and road drainage.
- 5.4 Within South Tyneside, we have a number of water bodies both main river and ordinary watercourses. South Tyneside Council hold responsibility for the ordinary watercourses such as the burns and tributaries and the Environment Agency are responsible for the main rivers – in South Tyneside the main rivers are the River Tyne and the River Don.
- 5.5 The River Don not only flows through the Borough of South Tyneside, but also through the boundaries of Gateshead Council and Sunderland City Council. The impacts on developments around the River Don and any additional surface water being directed into this river must therefore be considered by all local authorities so it does not have a direct impact on existing dwellings downstream.
- 5.6 Although water management across the Borough is coordinated by a number of bodies and authorities, there is an interaction between each aspect and therefore a coordinated approach is required. All parties work in collaboration through the Northumbria Integrated Drainage Partnership (NIDP) and the Tyne and Wear Flood Risk Partnership to ensure a resilient future for the residents of South Tyneside by delivering efficient, innovative and sustainable improvements for residents.

#### STRATEGIC CONTEXT

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- 5.7 There are many strategies, plans and programmes produced in relation to flood risk management. South Tyneside Council were required to undertake a Preliminary Flood Risk Assessment (PFRA) under the 2009 Flood Risk Regulations and to produce a Flood Risk Management Strategy under the Flood and Water Management Act 2010. All these assessments and the strategy is informed

by flood risk issues and help to align future investment in flood risk management by relevant stakeholders, including developers.

- 5.8 In 2022 South Tyneside Council published their Strategic Flood Risk Assessment (SFRA). This helped identify risk and provide the context for site-specific flood risk assessments (FRAs) produced by developers in relation to a site.
- 5.9 Flood risk assessments require new flood defences, the expansion of existing flood defences, maintaining and improving existing drainage infrastructure (including sewers, drains and rivers), and reducing the amount / intensity of water entering drainage infrastructure during storm events.
- 5.10 A Flood and Coastal Risk Management Strategy (2017) outlines priorities for the Council in terms of protecting the Borough and coast from flood risk. This up to date document, along with other flood risk related documents including the Surface Water Management Plan and Preliminary Flood Risk Assessment (2014) can be found on the Councils website.

## **PARTNERSHIP WORKING**

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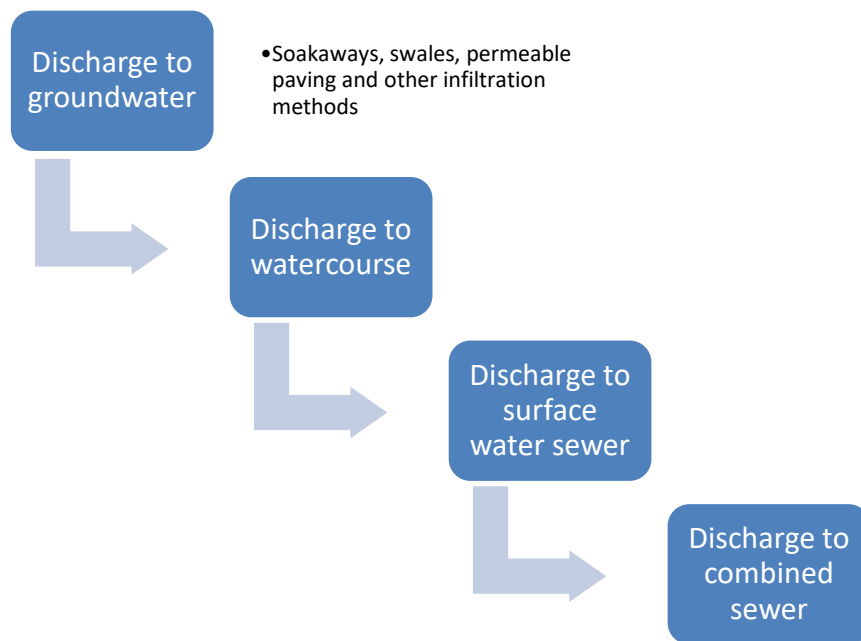
- 5.11 One of the key objectives of the Flood and Coastal Risk Management Strategy is partnership working. As previously mentioned, there are a number of aspects to flood and water management and partnership working is key in managing the interactions between each one.
- 5.12 Partnership working is also key in producing and implementing local strategies which will enable expertise and important information to be shared and efficiencies in flood risk and coastal management to be identified, enabling the management of such risks.
- 5.13 As part of developing this partnership working, South Tyneside Council are involved in a several partnership groups including the River Don Catchment Partnership and the Tyne Catchment Partnership as well as liaison groups between the local authorities and Northumbrian Water (Northumbria Integrated Drainage Partnership - as mentioned in paragraph 6.30, also the Tyne Estuary Partnership).

## **NEW DEVELOPMENTS**

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- 5.14 For new developments on greenfield or brownfield sites, sufficient evidence must be provided to prove that all surface water disposal routes have been explored in accordance with the surface water disposal hierarchy. The developer must also ensure that the site will not increase flood risk both within the development and elsewhere, and that the surface water disposal hierarchy has been considered. The hierarchy should be considered in the following order of preference:





5.15 However, it is important to note that although infiltration is a preference, there are many areas within South Tyneside where it is not feasible due to ground conditions or mining legacy and associated groundwater issues. It is therefore important for any developer to assess all possible means of surface water disposal thoroughly. Surface water should be disposed of in accordance with Building Regulations Approved Document H – Drainage and Waste Disposal. The discharge hierarchy is stated below for completeness, with acceptable justification required for moving between levels.

- i) A soakaway, or if that is not feasible due to underlying ground conditions.
- ii) A watercourse, unless there is no alternative or suitable receiving watercourse available.
- iii) A Surface water sewer.
- iv) A combined sewer should be the last resort once all other methods have been explored

5.16 A set of local standards for the seven North East Lead Local Flood Authorities have been produced in order to steer development towards the required and appropriate use of SuDS with the aim of mimicking natural drainage and reducing damage from flooding, improving water quality, protecting and improving the environment, providing amenity and ensuring the stability and durability of drainage systems.

*The Strategic Flood Risk Assessment*

5.17 In order to initiate the sequential risk-based approach to the allocation of land for development and to identify whether application of the Exception Test is likely to be necessary, South Tyneside Council commissioned a Level 1 Strategic Flood Risk Assessment (SFRA). The SFRA provides evidence about the present and future risk of flooding in South Tyneside from all sources of flooding. The Level 1 SFRA was completed in 2022.

- 5.18 Application of the Sequential Test has demonstrated that the proposed development allocations pass the Sequential Test, because there are no other suitable locations for development in the borough in areas of lower flood risk for the amount of development proposed in the South Tyneside Draft Regulation 18 Local Plan.
- 5.19 There are some areas within the Borough which will require a surface water drainage plan to ensure that surface water can be managed for multiple large developments. These will be required for areas where an alternative outlet for surface water is possible and would serve multiple new developments – such as close to the coast.
- 5.20 A surface water drainage plan would be carried out by a housing developer and would require input from Northumbrian Water and South Tyneside Council.
- 5.21 South Tyneside Council manages and maintains assets that have an impact on flood risk. Examples are the Fellgate, Monkton and Cleadon Flood Alleviation Schemes.

## **PRIORITIES FOR INVESTMENT**

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- 5.22 South Tyneside Council is currently working in partnership with Northumbrian Water and the Environment Agency to prioritise sites in terms of surface water flood risk issues and this can influence the investment schedule.
- 5.23 In partnership with The Environment Agency, South Tyneside Council have produced an ongoing investment programme which identifies the most at risk areas in terms of surface water flood risk. This is based on historic incidences of flooding as well as accurate and up to date flood modelling – the latest update of this programme included a number of potential flood alleviation schemes across South Tyneside.
- 5.24 South Tyneside Council worked in partnership with Northumbrian Water in 2015 in Fellgate to deliver a large flood alleviation scheme which reduced the risk of surface water flooding by directing surface water to the nearest watercourse, instead of being sent for unnecessary treatment to the nearest sewer treatment works. The Fellgate scheme was an award winning scheme which continues to protect properties.
- 5.25 In 2019, work was completed on the Monkton flood alleviation scheme. The £2.5m project better protected 150 properties around the Monkton area and was part funded by the Environment Agency and South Tyneside Council.
- Cleadon Village Flood Alleviation Scheme*
- 5.26 The most recent flood alleviation project carried out in South Tyneside was the Cleadon Flood Alleviation Scheme.
- 5.27 In December 2020, South Tyneside Council completed a flood alleviation scheme to better protect 130 properties from the risk of surface water flooding during heavy rainfall. This scheme consists of an embankment and storage area north of the Cleadon Lea estate capturing overland flows

from the fields, and the capacity improvement to drainage ditches and newly built ditches in the Sunderland Road area freeing up space within the road's drainage system.

### *Coastal Defences*

- 5.28 The updated flood defences at Littlehaven provide a vital role in South Tyneside's infrastructure, leisure and tourism. In 2013, the flood defences at Littlehaven beach were replaced as the existing sea wall was in a state of disrepair. Since its completion in 2014, there has been an increase in tourism as well as an improvement to the facilities in the area and importantly a better protected coastline. This work is alongside improvements made to the sand dunes to increase their stability and increase the defences further down the coast.
- 5.29 The coast and its defences, both natural and man-made are continually under review for new schemes to both improve and protect our coastline.
- 5.30 South Tyneside Council were involved with the production of the Shoreline Management Plan 2010 (SMP2) which provides the policy framework for managing the risks from coastal erosion and sea flooding along the coast in a sustainable manner over the next 100 years. For the South Tyneside coastline the Shoreline Management Plan contains the following policies:
- Maintain protection to property and infrastructure against erosion and sea flooding.
  - Allow natural process to proceed at specified undefended sections of coastline.

### *Stronger Shores*

- 5.31 More recently in 2021, a South Tyneside Council-led regional partnership secured £6.4m to pilot a scheme to improve the understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and biodiversity management. The 'Stronger Shores' project is one of 25 innovative new projects selected nationwide to trial a wide range of approaches to flood response and will include the restoration of sub-tidal habitats (kelp beds, oyster reefs and sea grass), improvements in water quality and carbon capture and monitoring techniques focusing on the coast from Blyth in Northumberland to Redcar & Cleveland in North Yorkshire.

## GREEN INFRASTRUCTURE

### INTRODUCTION

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- 5.32 Green infrastructure is defined in the NPPF as:
- A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.*
- 5.33 Supplementary Planning Document (SPD) 3: Green Infrastructure Strategy (February 2013) sets out the Green Infrastructure Strategy for the Borough. The Council intends to update the Green Infrastructure Strategy to support the emerging Local Plan. The Green Infrastructure Strategy provides the following explanation of green infrastructure:

*Green infrastructure is more than individual spaces – it includes a wide variety of different land uses and environments which provide a range of environmental, social and economic benefits. Green infrastructure is made up of natural assets such as beaches, rivers, natural and semi-natural green spaces, and recreational spaces, including allotments, playing pitches and cycleways.*

- 5.34 Green infrastructure can help promote healthy lifestyles by providing spaces for formal and informal recreation while improved connectivity can encourage activities such as walking, cycling and horse riding. Outdoor sport facilities provide important opportunities for formal sports and recreation. Well-designed infrastructure can support a wealth of ecological processes and is important for promoting biodiversity.

## **STRATEGIC GREEN INFRASTRUCTURE CORRIDORS**

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- 5.35 The following strategic green infrastructure corridors are identified within the emerging Local Plan.

### *Strategic Green Infrastructure Corridors*

- River Corridors – River Tyne and Don and associated tributaries
- Coastal Corridor
- Green Belt Corridor
- Railway Mineral Lines.

### *Green Infrastructure Assets*

- Parks
- Council-owned allotment sites
- Coastal areas
- Sports provision
- River Tyne
- River Don and associated tributaries
- Dune System, Sandhaven.

### *Open Space Provision*

- 5.36 The Open Space Study 2015 and 2019 update provide the most recent evidence with regard to open space provision in South Tyneside. The Council intend to update the Open Space Study to support the emerging Local Plan.
- 5.37 South Tyneside has 816.3 ha of open space. Table 1 identifies the amount of provision within the Borough by typology:

Table 1: Open space provision in the Borough by typology

South Tyneside Open Space Provision (Open Space Update 2019)			
Typology	Number of sites	Size (ha)	Current standard (ha per 1,000 population)
Parks and Gardens	19	100.90	0.68
Natural and semi-natural greenspace	43	489.89	3.28
Amenity greenspace	79	177.33	1.19
Provision for children and young people	48	5.46	0.04
Allotments	28	42.73	0.29

- 5.38 In terms of the quality of provision within South Tyneside, most sites (58%) rate above the quality threshold for high quality and high value (79%). Proportionality a high percentage of children’s play and amenity greenspace sites are of high quality, whereas more natural and semi-natural greenspace a rated as low quality.
- 5.39 Coverage of greenspace within the Borough is generally good, with few accessibility gaps identified within the Open Space Study (2015). Coverage of amenity greenspace is good however minor gaps are noted across South Tyneside. There is a noticeable gap in the centre of the Inner & Outer South Shields area. This is served by other forms of open space provision including parks such as Robert Redhead Park and West Park as well as natural and semi-natural sites like Frenchman’s Lea.
- 5.40 For parks there is a slight catchment gap along the central area of South Tyneside. However, this area is well served by other open space provision particularly amenity greenspace and natural and semi-natural greenspace. For example, Temple Memorial Park, Cleadon Recreation Ground and King George V Playing Field are large sites located within the catchment gaps of parks provision.
- 5.41 There is a gap in the walk time catchment for natural and semi-natural greenspace to the north area of the Inner & Outer South Shields area. The gap appears to be served to some extent by other forms of open space provision. For example, park sites such as Robert Redhead Park and West Park as well as amenity green spaces like Wawn Street and Laygate Street. Ensuring that such sites include features and opportunities associated with natural and semi-natural provision is recommended.
- 5.42 The Open Space Study (2015) recommends that the priority within South Tyneside is ensuring that the quality standards of existing areas of greenspace are being met.

## ALLOTMENTS

- 5.43 Allotments covers open spaces that provide opportunities for those people who wish to do so to grow their own produce as part of the long term promotion of sustainability, health and social interaction. This includes provision such as allotments, community gardens and city farms. There are 28 sites classified as allotments in South Tyneside, equating to over 42 hectares. There are

waiting lists for allotments across South Tyneside suggesting that demand for allotments is not currently being met by supply. Waiting list numbers suggest that continuing measures should be made to provide additional plots in the future.

## CEMETRIES / CHURCHYARDS

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- 5.44 Cemeteries and churchyards include areas for quiet contemplation and burial of the dead. Sites can often be linked to the promotion of wildlife conservation and biodiversity. Eight sites are classified as cemeteries/churchyards, equating to just over 50 hectares of provision in South Tyneside. The need for additional burial provision is driven by the demand for burials and capacity.
- 5.45 A need has been identified by the Council's Bereavement Services Team for additional cemetery capacity at Jarrow, Boldon and Whitburn Cemeteries. Boldon and Whitburn have capacity for 23 and 29 years while Jarrow has 11 years left. Proposed sites have been identified within the emerging Local Plan.

## CIVIC SPACES

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- 5.46 Civic space includes civic and market squares and other hard surfaced areas designed for pedestrians, providing a setting for civic buildings, public demonstrations and community events. For the purpose of this study the designation also includes war memorials. There are two civic space sites, equating to more than one hectare of provision, identified in South Tyneside. The only identified forms of civic space provision are the South Shields Market Place and the Sandhaven Amphitheatre. Other forms of provision in the area (e.g. parks and gardens) provide localised opportunities associated with the function of civic space.

## SPORT AND RECREATION

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- 5.47 South Tyneside has a range of formal outdoor and indoor sports provision across the Borough providing opportunities to engage to sporting activities and to support healthy and active lifestyles. Key indoor and outdoor sporting sites within the Borough include:
- Temple Park, South Shields
  - Haven Point, South Shields
  - Monkton Stadium, Jarrow
  - Hebburn Central, Hebburn
  - Jarrow Focus and Community Pool, Jarrow
- 5.48 The Borough also has numerous outdoor grass sports pitches throughout the Borough which provide playing pitches for football, rugby, cricket and hockey. These sites include Council-owned playing field sites and privately- owned facilities and clubs.

*The 2019 Playing Pitch Strategy*

5.49 The 2019 Playing Pitch Strategy provides a robust and up-to-date evidence base to support new planning policies and land allocations. The study concluded that the existing position for all pitch sports in South Tyneside is that demand is being met or there is a shortfall. The future position shows the exacerbation of current shortfalls and additional shortfalls in some spatial areas and for some sports. Table 2 identifies the quantitative findings of the Playing Pitch Strategy (2019).

**Table 2: Quantitative headline findings – South Tyneside Playing Pitch Strategy (2019)**

Sport	Analysis Area	Current picture	Future demand (2035)
Football (grass pitches)	Hebburn & Jarrow	Shortfall of 5.5 MES on youth 11v11 pitches	Shortfall of 8 MES on youth 11v11 pitches
		Shortfall of 1 MES on youth 9v9 pitches	Shortfall of 2 MES on youth 9v9 pitches
		Spare capacity on adult pitches	Spare capacity on adult pitches
	Inner & Outer South Shields	Spare capacity on all pitch types	Spare capacity on adult and youth 9v9 pitch types  Youth 11v11 pitches played to capacity
	South	Adult pitches played to capacity  Youth 11v11 pitches played to capacity  Spare capacity on youth 9v9 pitches	Adult pitches played to capacity  Shortfall of 0.5 MES on youth 11v11 pitches  Spare capacity on youth 9v9 pitches
Football (3G APGs)	Borough wide	Shortfall of 2 3G pitch based on FA training model.	Shortfall of 2 3G pitch based on FA training model.
Cricket	Hebburn & Jarrow	Pitches are at capacity	Shortfall of 23 MES per season
	Inner & Outer South Shields	Shortfall of 30 MES per season	Shortfall of 58 MES per season

	South	Shortfall of 5 MES per season	Shortfall of 25 MES per season
Rugby Union	Hebburn & Jarrow	Spare capacity of 0.75 MES	Spare capacity of 0.5 MES
	Inner & Outer South Shields	Shortfall of 3.25 MES	Shortfall of 4.5 MES
	South	Pitches are at capacity	Pitches are at capacity
Hockey	Hebburn & Jarrow	No current demand for pitches	No demand expected
	Inner & Outer South Shields	No current demand for pitches	No demand expected
	South	Current demand being met with spare capacity	Pitch will require resurface
Rugby league	Borough wide	Pitch is played to capacity	Potential future shortfall
Bowls	Borough wide	Supply meets current demand	Supply meets future demand
Tennis	Borough wide	Supply meets current demand	Potential unmet demand at West Park, Jarrow
Athletics	Borough wide	Supply meets current demand	Future need to improve the track surface at Monkton Stadium

5.50 Due to the identified shortfalls in the Playing Pitch Strategy, there remains a need to protect all existing playing fields until all demand is met.

## **PLAYING PITCH IMPROVEMENTS**

5.51 The Council is committed to meeting the sporting needs of the Borough and to improving the quality of playing pitch provision in South Tyneside. The Council intends to increase the provision



of 'secure' pitches, available for community use, together with the creation of additional pitches at existing sites in the Borough.

- 5.52 The Council is considering improving the quality of existing facilities that the Council either operates directly or leases to third part community groups. The Council is working with the Football Foundation and has been accepted as part of the Local Authority Grass Pitch Programme, commencing early 2022. Participation in this scheme will increase the robustness of the pitch improvement process and shorten the delivery time.

## THE DRAFT LOCAL PLAN 2021 - 2039

- 5.53 The draft Local Plan proposes to allocate 4 sites which are identified as playing field land; including lapsed pitches and pitches which are in current use (Table 3). As the Playing Pitch Strategy Assessment shows that all currently used playing field sites require protection and cannot be deemed surplus to requirements because of shortfalls now and in the future, the sites identified in Table 3 should be protected from development or re-provided elsewhere in accordance with Sport England's Playing Fields Policy Exception E4.

**Table 3: Playing field sites allocated in the emerging Local Plan for residential development**

Site Name	Ownership	Playing Field Area and quality		
		Playing Field Site Area (ha)	Pitch Provision	Quality
South Shields and Westoe Sports Club and Playing Fields	Private	1.76	Cricket	Good
			Rugby union pitch	Good
Former Brinkburn Comprehensive School	South Tyneside Council	5.8	Adult football	Standard
			Adult football	Standard
			9v9 football	Standard
			9v9 football	Standard
			Rugby union *Overlaid on existing football pitch	Standard
Land at Chuter Ede Education Centre	South Tyneside Council	4.5	Adult football	Poor
			Adult football	Poor
			9v9 football	Poor
Land at South Tyneside College, Hebburn Campus	Private	5.7	Lapsed Site – last known capacity 3 x adult football	

- 5.54 The emerging Local Plan identifies a proposed playing pitch mitigation site at Land South of South Shields Community School. The allocation identifies an area of 13ha within the Green Belt, which the Councils considers to be a suitable to facilitate the creation of a new sporting hub. The progression of this site is dependent upon further feasibility work with regard to the suitability of the site and consultation with Sport England and the sport's governing bodies.

5.55 The proposed allocation is further supported by the identification of a number of sporting hubs and existing playing pitches within Policy SP23, which have been earmarked for pitch and infrastructure improvements.

## 6. Utility Services

### ENERGY SUPPLY

#### INTRODUCTION

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- 6.1 The provision of gas and electricity is essential to facilitate the new developments identified in the Local Plan. Discussions with developers will be held on a site by site basis to determine the particular requirements for each individual development. This is generally an adequate approach to ensure that supply and capacity issues are addressed. However, it is also important that the utility providers are provided with the opportunity for an early high level overview of the Local Plan proposals to determine if there are any strategic capacity issues which need to be addressed. Accordingly meetings have been held with Northern PowerGrid and Northern Gas Networks to encourage them to engage with the consultation on the emerging Local Plan.

#### GAS

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- 6.2 Gas is distributed nationally via the high pressure National Transmission system to a series of Local Distribution Zones. There are eight Gas Distribution Networks currently owned by four companies, which each cover a separate geographical region in England.
- 6.3 Northern Gas Networks operates, maintains and invests in over 36,000km of pipe across the network and £1bn of other assets that manage the flow of gas to 2.7 million homes and business throughout the North East, northern Cumbria and much of Yorkshire. Northern Gas Networks is the gas transporter that owns and operates the Gas Distribution Zone in South Tyneside. Northern Gas Networks does not supply gas but owns the networks through which it flows. Northern Gas Networks operate under licence from the government, and under the terms of the licence, long term infrastructure investments are funded over 45 years.

#### ELECTRICITY

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- 6.4 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. Northern Power Grid owns and operates the electricity distribution network in South Tyneside.

#### DISTRICT HEATING NETWORKS

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- 6.5 The Viking Energy Network, Jarrow (VENJ) is new district energy scheme currently under construction. It will initially link 9 Council buildings to a water source heat pump energy centre, drawing heat from the River Tyne at Jarrow Staithes. Much of the electricity to run the system will be provided by a 1MW solar farm, with back up gas boilers, combined heat and power (CHP) and both electrical & thermal storage. The system is designed for expansion to supply 14 buildings and

Palmer Hospital in a later phase. The current phase is an £11.5m development by STC, part financed by the European Regional Development Fund (ERDF), which will reduce carbon emissions by an estimated 1085 tonnes p.a.

6.6 Hebburn Minewater District Energy Scheme is currently under construction and is comprised of:

- Hebburn Minewater District Energy Scheme We will recover renewable heat by harvesting heat from mine water contained in flooded coal seams in the old Hebburn Colliery Workings. This heat will be processed via water source heat pumps to raise its temperature.
- This heat will then be used by a new energy centre and district heating network and will provide heating to 111 residential flats in Durham Court, Hebburn Central and to Lincoln Court Care Home. Future expansion to the heat network to connect to a further 12 schools is also planned in the near future.
- The project will be one of the first district heating schemes in the world to utilise heat from water in flooded disused mine workings
- It is expected to deliver a significant CO2 reduction of 319 tons per annum and lay the foundation for the planned future network development

6.7 Holborn Renewable Energy Network is currently under construction and is comprised of:

- Holborn Renewable Energy Network provides a unique opportunity to incorporate the latest, most innovative low carbon renewable technologies into South Shields Town Centre and the surrounding areas.
- Total carbon emissions saving is expected to be between 6750-9000 tonnes per annum. The anticipated 35year lifetime of the scheme will save approximately 236,250/315,000 tonnes of carbon.
- Current STC and STH combined carbon emissions (excluding schools and fleet) is estimated at 11,200 tonnes per annum.
- Total cost is estimated £35-45m with potential contributions from the Green Heat Network Fund, The Levelling Up Fund, The BECCS Innovation Fund and Energy Accelerator Funding from NELEP
- Phase 1 has already commenced with the drilling of the two boreholes into flooded abandoned mineworkings. This work has been 100% funded by BEIS as part of The Public Sector Decarbonisation Fund in the sum £4.6m. It will be completed in June 2022.
- The scheme is expected to generate up to 12 GWh of heat and 2.5 GWh of electricity annually, which is equivalent to 12 times the annual consumption of South Tyneside Town Hall.
- Water will be taken from flooded abandoned coal mines and processed by water source heat pumps to raise its temperature, in addition water will also be taken from The River Tyne and then processed by water source heat pumps to raise its temperature. This water will then be used to provide heat to several buildings. Waste wood will be gasified into Syngas and Green Hydrogen, this will then create heat and power to the network.

## TELECOMMUNICATIONS

- 6.8 Standard landline and mobile services are available across the Borough. However, the Council's economic development aspirations require the achievement of excellence in broadband provision.

### BROADBAND

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- 6.9 Fast, resilient and affordable broadband connectivity is vital for our residents, businesses, visitors and investors.
- 6.10 Better digital connectivity can boost productivity, support digital transformation to help businesses grow and export, allow residents to access training and public services and is a key requirement of visitors and investors. The economic impact of better broadband is considerable (£20 in net economic impact for every £1 of spending according to DCMS as better broadband makes firms and workers more productive).
- 6.11 Focus from Government, through Building Digital UK (BDUK), an arm of DCMS, over the past decade has been on the rollout of superfast broadband.
- 6.12 Whilst superfast broadband coverage is extensive across South Tyneside (98%) and the UK (96%), technology is evolving, as the demand for faster, more robust connectivity increases.
- 6.13 Government is now focussed on the provision of future-proof, gigabit-capable broadband. One gigabit is equal to 1,000 Mbps – for comparison, superfast is 30 Mbps. This means that however technology develops in the future, fast and reliable speeds will be available to support it.
- 6.14 The Government's ambition of 85% of homes having gigabit-capable broadband by 2025 resulted in the launch of Project Gigabit (£5bn funding committed; £1.2bn spend over next 4 years) which aims to focus on the hard-to-reach 20% of the UK outside of any commercial plans.
- 6.15 South Tyneside currently has 76% gigabit-coverage (ahead of the national coverage of 46%), but the borough lags behind regionally and nationally when it comes to full fibre or Fibre to the Premise; our rates of full fibre are 2% compared to 28% nationally.
- 6.16 To ensure broadband improvements are delivered in the North East, Durham County Council is leading a project called 'Digital Durham' in partnership with other North East local authorities including South Tyneside Council.
- 6.17 South Tyneside Council has invested significant funds, along with other North East local authorities, to match Broadband UK funding in rolling out superfast broadband across the Borough. The Council is now working closely with Digital Durham on the potential for Project Gigabit to cover areas of the borough that are not commercially viable for gigabit rollout as part of a wider North East procurement exercise. It is expected that activity will begin on this in 2022.

### INTRODUCTION

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- 6.18 The provision and management of water across the Borough is a vital element associated with infrastructure development and delivery. This is managed across South Tyneside by Northumbrian Water, South Tyneside Council and The Environment Agency in its varying aspects.
- 6.19 Across the North East, Northumbrian Water supplies both potable (drinking) and raw water, and collects, treats and disposes of sewerage, serving 2.7 million people which include the residents of South Tyneside. Northumbrian Water is also responsible for the maintenance of the piped sewerage system which carries sewerage away from properties and businesses towards the sewerage treatment plant.

### ASSETS

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- 6.20 Northumbrian Water has a duty to develop and maintain an efficient supply and treatment of water across the North East.
- 6.21 Currently, South Tyneside's water comes from Northumbrian Water reservoirs located outside of the Borough's boundary as well as boreholes which tap into the Magnesian limestone aquifer.
- 6.22 There are no water supply issues identified, and Northumbrian Water has not forecasted a deficit in water resource or supply in the long term. This was confirmed as part of their assessment of future development. In terms of fresh water supply, Northumbrian Water does not envisage the supply of fresh water as a constraint to the proposals in the Local Plan.
- 6.23 South Tyneside's wastewater treatment is also undertaken by Northumbrian Water at treatment works located in Howden and Hendon.
- 6.24 Howdon Sewage Treatment Works treats a combination of domestic, trade and surface water discharges from five local authorities: South Tyneside, North Tyneside, Gateshead, Newcastle and parts of Northumberland.
- 6.25 Due to historic drainage arrangements the treatment works are mainly served by combined sewers which mean they transport both foul and surface water flows to the treatment works. The presence of surface water which does not require treatment, limits the ability of the treatment works to accept additional foul flows from new developments. Therefore a key priority has been to remove surface water where possible through new development opportunities and direct surface water away from the sewers and unnecessary treatment.
- 6.26 Northumbrian Water has now delivered the agreed Surface Water Separation schemes which were identified as part of the options study for Howdon Sewage Treatment Works at the beginning of the previous asset management period (2015-2020). The Surface Water Separation schemes were intended to reduce dry weather flow to Howdon and create headroom capacity in the short term.

- 6.27 Northumbrian water through their periodic review have an investment programme for the existing Asset Management period (2020-2025) and this includes an increase in capacity to the existing Howdon Wastewater Treatment Plant to enable continued future development and population growth in the long term.
- 6.28 Northumbrian Water acting as the sewerage undertaker operating within the north east of England, have reviewed the development proposals in the emerging South Tyneside Local Plan and are satisfied that there are no capacity issues at either Hendon or Howdon Sewerage treatment works, to provide treatment for all the proposed development. This statement is based on the fact that both of these treatment works are not highlighted as exceeding dry weather flow (DWF) compliance, when the level of growth identified within the plan, is included.

## **PRIORITIES FOR INVESTMENT**

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- 6.29 Under the Water Industry Act 1991, Northumbrian Water has a duty to provide fresh water and to take and treat foul water (sewerage) from domestic uses. NWL has a statutory duty to prepare and maintain a Water Resources Management Plan which must demonstrate how they can maintain the balance between supply and demand over the next 25 years.
- 6.30 Northumbrian Water operates on a five-yearly cycle for funding called “Asset Management Plan” (AMP) periods. The current Asset Management Plan (AMP7) for NW covers the period April 2020 to March 2025 and details projects that are required to maintain and modernise the network. An assessment of supply and demand as a result of new development will be made as part of the business plan submission.
- 6.31 NWL considers a number of different data sources to compile its business case including population projections based on its drainage areas, growth information provided and outputs from its drainage area studies.
- 6.32 Northumbrian Water will be publishing its draft Drainage and Waste Water Management Plan (DWMP) at the end of June 2022 with final to follow at the end of March 2023. This document will set out how Northumbrian Water will plan for the future of drainage, wastewater and environment water quality, ensuring its drainage and wastewater systems are sustainable, robust and resilient to future pressures such as climate change and population growth.

## 7. Health

### INTRODUCTION

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- 7.1 During 2018-20 in South Tyneside, life expectancy at birth was three years below the national average for men and two years for women (76.4 years for men and 81.2 for women, compared to 79.4 and 83.1 nationally).
- 7.2 People in older age groups are making up an increasing proportion of the total population in South Tyneside. In 2020, there were 30,800 people aged 65+, 20.4% of the population. By 2040, the South Tyneside population is estimated to have more than 40,000 residents aged over 65 years old and over, which is 25% of the total population.
- 7.3 We take a whole view of health and wellbeing based on Dahlgren and Whitehead model in South Tyneside. This model highlights that we need to address the population's social and economic circumstances to improve the health and wellbeing outcomes. This includes people's living and working conditions, social and community networks as well as health-related behaviours.
- 7.4 In using this model locally, the 2017- 2021 Health and Wellbeing Strategy focussed on the wider determinants of health such as reducing fuel poverty, community resilience and assets (for instance creating healthy spaces and connecting with communities), and prevention approaches (for instance supporting pregnant mothers to stop smoking).
- 7.5 During 2021, a team of researchers were set the task of finding out what different groups of people thought about health and wellbeing. This was because the South Tyneside Health and Wellbeing Board had an ambition that the new strategy should be informed from by a range of views from different community groups, particularly from more disadvantage and vulnerable populations. This was to support the Board's ambition to tackle inequalities and work with their population to make sure that the strategy is person-centred and reflects what matters to the individual, rather than what is the matter.
- 7.6 The refreshed Health and Wellbeing Strategy (2022) will include the following themes:
- Best start for life
  - Financial security to lead healthy, fulfilling lives
  - Good mental health and social networks throughout life
  - Safe and healthy places to live, learn and work
- 7.7 With two further cross-cutting themes:
- Public Involvement and Citizen Engagement (PICE), and
  - Tackling intervention-generated inequalities
- 7.8 The linkages between health and the built and natural environment have long been established and the role of the environment in shaping the social, economic and environmental circumstances



that determine health is increasingly recognised and understood. Features of the built environment that have an impact on health include:

- location, density and mix of land use
- street layout and connectivity
- physical access to public services, employment, local fresh food
- safety and security
- access to open and green space – including provision for play
- air quality and noise
- community interaction
- transport – including walking and cycling

7.9 Since the national changes to Public Health in 2013, the Authority continues to have responsibility for:

- leading investment for improving and protecting the health of the population and reducing health inequalities.
- ensuring plans are in place to protect the health of the population and ensuring an appropriate public health response to local incidents, outbreaks and emergencies; and
- providing public health expertise, advice, and analysis to Clinical Commissioning Groups (CCGs).

7.10 In line with the NHS Long Term Plan (2019), the structure of the South Tyneside CCG has changed. There are now three Primary Care Networks (PCNs) in the East, South and West of the Borough. This document will need updating to reflect this as the PCN plans and priorities evolve, but essentially PCNs are groups of practices and primary/community care specialists clustered together working on five broad priorities as follows:

- Improving prevention and tackling health inequalities
- Supporting better patient outcomes in the community through proactive primary care
- Supporting improved patient access to primary Care services
- Delivering better outcomes for patients
- Developing local plans to improve health in partnership with local communities, health, social and voluntary organisations

7.11 The COVID-19 pandemic will certainly have had both short and long-term impacts on the health and wellbeing of residents, and how organisations and their respective services operate, again this document may need to change to reflect this. One such example may be the use of digital technology in primary care and the potential impact (real or perceived) on appointments and staffing. Undoubtedly, the COVID-19 pandemic has accelerated the pace of digital change as services have adopted technology to enable the delivery of care through implementing e consult, video consultations etc. The aim is to continue to develop a safe, digitally enabled primary care and out of hospital care service alongside traditional face to face consultations. An

expanded, integrated multidisciplinary workforce is key to delivering safe, effective and proactive care, especially as we move through the COVID-19 pandemic.

## ASSETS

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- 7.12 There are a range of health assets across the borough. This section outlines those assets and highlights work that is underway to drive improvements, some of which are part of covid recovery plans.
- 7.13 South Tyneside and Sunderland NHS Foundation Trust manages both hospital and community health services across South Tyneside.
- 7.14 The aim of the community service is to help patients stay out of hospital wherever possible and to receive their care within the community or in the comfort of their own home. There is a range of specialist services that allows the trust to provide this including community nurses, health visitors and recovery at home. There are over 50 community services across Sunderland and South Tyneside examples include children and young people, health visitors, cardiology, dental, harm reduction, learning disability and mental health.
- 7.15 Pathway to Excellence is a transformational programme of healthcare across South Tyneside and Sunderland. Early work has started on phase 2 of the programme for three areas of hospital care which are acute medicine and emergency care, emergency surgery and planned care which including surgery and outpatient care.
- 7.16 In 2019, there were 22 GP practices in South Tyneside. Five practices had branch surgeries, a decrease in 26 practices over the past 3 years due to mergers and closures.
- 7.17 In 2021 Primary Care Services in South Tyneside includes:
- 21 GP practices in three Primary Care Networks. Seven practices in PCN East, six in PCN South and eight in PCN West.
  - 15 contracted dental practices across 20 sites
  - 13 optometric practices
  - 33 pharmacies
- 7.18 The local authority is responsible for several services that impact on health and wellbeing, including the provision of social care. Whilst not a direct health asset, the importance and interdependency of social care must be acknowledged. Social care services provide support to people with learning disabilities, physical disabilities and illnesses, and mental illnesses. This support can cover practical activities, personal care, and social work. It is intended to help the people receiving social care to live comfortably. Social care is provided in many different forms, ranging from some extra help around the house and assistance with washing and dressing, through to help with building positive relationships, access to specialist equipment, or full-time residential care.

7.19 There is also Inspire South Tyneside which is the infrastructure organisation for the voluntary and community sector in South Tyneside providing information, advice, and support towards improving the capacity and sustainability of the sector. As above, the contribution of the voluntary sector must be acknowledged as they play a vital role in meeting the needs of residents.

## **PRIORITIES FOR INVESTMENT**

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7.20 The 2018 Pharmaceutical Needs Assessment (PNA) indicated that access to community pharmacy across South Tyneside was well provided for with 92% of pharmacies open for more than the core contract hours. There was one '100 hour' pharmacy out of a total of 36 pharmacies in South Tyneside which provides extended and out of hours cover for pharmaceutical services across the Borough; it opens on Saturdays and Sundays.

7.21 There was a good distribution of and sufficient provision of community pharmacies in or near areas with:

- areas of high population density;
- the highest levels of deprivation;
- a high proportion of the population aged 75 and over.

7.22 Analysis shows that 72% of South Tyneside residents are within a 10 minutes' walk to a pharmacy and 99% are within 20 minutes' walk. For the North East as a whole, 62% of residents are within a 10 minutes' walk of a pharmacy and 88% of within a 20 minutes' walk.

7.23 The average pharmacy in Cumbria, Northumberland, Tyne & Wear dispensed 8,500 items in July, though there is significant variation with 2/3 pharmacies dispensing between 4,700 items and 13,300 items. South Tyneside pharmacies dispensed roughly 4% more items in July than the North East average at 8,700. This, combined with prior analysis in the PNA suggests that the existing pharmacy capacity in South Tyneside is sufficient given the future number of dwellings expected.

7.24 There are 22 GP practices in South Tyneside of which 5 have branch surgeries, a decrease in 26 practices over the past 3 years due to mergers and closures. All GP practices now have the ability to send electronic prescriptions to South Tyneside pharmacies and no practices are dispensing practices.

7.25 Following the results of the 2018 PNA, South Tyneside Health and Wellbeing Board concluded:

1. South Tyneside is adequately served by community pharmacies, and has 24 pharmacies per 100,000 population as compared to 21 for England;
2. Relatively low per capita provision of pharmacies in East Shields and Whitburn is mitigated by provision just across the boundaries with Beacon and Bents ward to the North and in St Peter's ward in Sunderland to the South;

3. There is no evening or Sunday pharmacy provision in Hebburn Ward, however, community pharmacies are available within 1.5 and 2 km to the East and South respectively;
4. The existing 100 hour pharmacies in South Tyneside and surrounding localities, plus the 90 hour pharmacy in Boldon Colliery are essential to meet the needs of patients by extending access outside core hours when other pharmacies are closed;
5. The level of planned development is unlikely to require new pharmacy contracts, due to satisfactory cover from existing pharmacies;
6. Community pharmacies make an important contribution to the delivery of the Joint Health and Wellbeing Strategy for South Tyneside. Additionally, many pharmacies are open to the idea of providing more services in the future – although in some cases this is dependent on the services being commissioned.

7.26 The health and wellbeing board recommended the following:

1. Whilst the provision of community pharmacies overall, and in specific localities is adequate, commissioners should monitor some aspects of pharmacy provision, for example the provision of emergency hormonal contraception on weekends in all localities.
2. Commissioners should consider the opportunities afforded by community pharmacy services to further deliver on health and wellbeing priorities.

7.27 A Commission on Primary Care was presented to People Select Committee in September 2017 which investigated how Primary Care is planned and delivered in the Borough. In particular to:

- Look in detail at the issues surrounding general practice.
- Examine what available information there is about primary care performance and what it infers.
- Learn what the national and local policy is regards the development of primary care.
- Make recommendations to CCG, NHS England, Cabinet and South Tyneside Health and Wellbeing Board about future policy and service development.

7.28 A Pharmacy Needs Assessments should be repeated every three years. However, the update to the latest assessment was delayed due to the COVID-19 pandemic. The current PNA is underway and will be completed by September 2022. This section will need reviewing when an updated Pharmacy Needs Assessment is available.

7.29 A Commission on Primary Care was presented to People Select Committee in September 2017 which investigated how Primary Care was planned and delivered in the Borough. To:

- Look in detail at the issues surrounding general practice.
- Examine what available information there is about primary care performance and what it infers.
- Learn what the national and local policy is regards the development of primary care.
- Make recommendations to CCG, NHS England, Cabinet and South Tyneside Health and Wellbeing Board about future policy and service development.

- 7.30 There is a need to forward plan for health provision in its broadest sense. In the first instance the improved connectivity between those responsible for the Infrastructure Delivery Plan, PCNs and Public Health is very welcome, with an ongoing commitment to develop a local process.
- 7.31 This process needs to ensure that for any new major development (still to be to be defined) that there will be early notification and that these parties are added as additional consultees. Factors to be considered may include:
- location, density and mix of land use
  - street layout and connectivity
  - physical access to public services, employment, local fresh food
  - safety and security
  - access to open and green space – including provision for play
  - air quality and noise
  - community interaction
  - transport – including walking and cycling
- 7.32 In line with industry standards, developers will be expected to undertake a Health Impact Assessment (HIA). The threshold for Health Impact Assessments is to be finalised and will be provided in supporting guidance notes. The threshold being considered is include over 100 dwellings or likely to impact on health and wellbeing such as loss of green space.

## 8. Education

### INTRODUCTION

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8.1 The proposed housing developments in the Local Plan will have an impact on demand for school places across the Borough. In projecting where and when demand will increase, the housing developments that have been assessed include existing planning permissions still to build out and allocations in the Local Plan. The housing trajectory included in the plan estimates when sites will build out and is subject to fluctuation therefore the iteration formulated in May 2022, showing 5,302 properties, has been used to assess the demand for school places, as developments progress the demand for school places will be reviewed as necessary.

### POLICY AND CONTEXT

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8.2 The National Planning Policy Framework (NPPF) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement.

8.3 Planning for school places also includes provision for pupil with SEND and Education Health Care Plans (EHCPs).

8.4 The Local authority (LA) also has the following duty in relation to the provision of Early Years places:

- 15 hours entitlement for the most disadvantaged two-year-olds;
- 15 hours entitlement for parents of three- and four-year-olds (the universal entitlement); and
- 30 hours entitlement for working parents of three- and four-year-olds (the extended entitlement).

### SCHOOLS IN SOUTH TYNESIDE

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8.5 The landscape of schools has changed over a period of years, due mainly to the increase in the number of schools that have converted to academies.

8.6 The table below shows the current number and status of schools in the Borough. Academies Voluntary Aided and Trust schools are schools for which the local authority is not the admission authority and therefore have their own admissions policies. However, the Local Authority works closely with all non-maintained schools and academies to fulfil its duty to secure sufficient primary and secondary schools in the Borough.

**Number and profile of mainstream schools from January 2022 census:**

School type	Maintained	Academy	Trust	RC VA School	RC VA Academy	CoE VA School	CoE VA Academy	Total
Infant	2	1	0	0	1	0	0	4
Junior	2	1	0	0	1	0	0	4
Primary	23	2	0	3	6	2	1	37
Secondary	3	1	1	0	2	0	1	8
<b>TOTAL</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>53</b>

**Number and profile of additional provisions from January 2022 census:**

School type	Maintained	Academy	Trust	RC VA Academy	CE Academy	Total	Notes
Nursery	4	N/A	N/A	N/A	N/A	4	
Special	3	0	1	N/A	N/A	4	
Sixth Form	1*	1	1*	2	1	6	*Special schools

## **FORECASTING FUTURE NEEDS**

- 8.7 To meet their statutory requirements, local authorities need to develop mechanisms to forecast future pupil numbers at a local level to determine where school places are most likely to be needed as well as how they will be delivered and funded. Forecasting of pupil place requirements is challenging due to changing demographics in local areas; the unpredictable nature of parental preference; varying levels of net migration and the impact of new housing developments.
- 8.8 Future demand for school places is estimated using a number of key sources of information, some of which analyse local data and trends, and others using external estimates of population forecasts, such as those produced by the Office of National Statistics (ONS).
- 8.9 For planning purposes, the Borough is split into 9 Planning Areas, 6 for planning primary places and three for planning secondary places. The Department for Education’s annual School Capacity (SCAP) return collects data from Local Authorities on current and projected pupil numbers. The information is used to identify shortfalls in school places across the primary and secondary sectors. The SCAP return for 2021 showed a shortfall in secondary school places from 2023 onwards, for which the Local Authority was awarded basic need funding to support capital works to address the shortfall. Basic need is the number of school places required, excluding an increase in demand as a direct result of new housing developments as there is an expectation that they would be supported from developer contributions.





Census and examines pupil movement between schools, wards, in and out of the borough, and between educational stages i.e. transferring from primary to secondary school. These trends are combined with birth and housing data to create pupil projections.

8.13 Infant Class size legislation impacts on planning for places in Key Stage 1. The legislation restricts class size in Key Stage 1 to 30 pupils per teacher, except in specified exceptional circumstances. In addition, recent government policy has introduced the entitlement for some parents to access 15 hours free childcare for 2 year olds and for eligible parents to receive up to 30 hours free childcare for 3 and 4 year olds. The impact of this is that a greater age range and number must be considered when identifying the sufficiency of nursery places required to serve any new housing development.

8.14 The table below shows birth data from ONS and actual number of pupils in the relevant year groups.

Birth Year	Year into Reception	Current Year group	Number of births	Actuals pupils as at November 2021	Difference	% Difference
18/19	23/24	N/A	1497	N/A	N/A	N/A
17/18	22/23	N/A	1589	N/A	N/A	N/A
16/17	21/22	R	1543	1532	-11	-0.7%
15/16	20/21	1	1742	1784	42	2.4%
14/15	19/20	2	1571	1626	55	3.5%
13/14	18/19	3	1630	1655	25	1.5%
12/13	17/18	4	1628	1664	36	2.2%
11/12	16/17	5	1700	1715	15	0.9%
10/11	15/16	6	1681	1674	-7	-0.4%

8.15 The increase in 20011/12 birth year is the cohort of pupils currently in the Year 5 ‘bulge’ year. It stabilises again until 2015/16 birth year when there is a further spike, with those pupils being in current Year 1. The demand for reception places for in 2020/21 for this cohort presented challenges in meeting parental preferences, with an increase in admissions appeals.

8.16 Although the projections based on birth data show that the number of children requiring school places is likely to remain relatively static for the Borough overall, there will be some localised pressure on places as birth rates fluctuate across planning areas.

## IMPACT OF HOUSING DEVELOPMENTS

8.17 New housing developments can increase the number of nursery, primary and secondary aged children requiring a school place in the Borough. The analysis below shows the additional places projected to be needed across all sectors, but not uniformly across the Borough.

- 8.18 Planning for the impact on demand for school places is threefold, the first is the potential impact across all year groups of the effect of families moving into new houses and seeking to transfer their children to neighbouring mainstream schools, the second is the increase in the general school population numbers which will have a consequent increased demand for special school and specialist settings places and the third is the 0-4 age group, with an increase in the number of pupils requiring nursery provision and Reception places in future years.
- 8.19 Each of the six primary planning areas covers a relatively large geographical area. The location of current school provision and the concentration of planned housing developments within a planning area can affect the planning of school places. For example, there may appear to be sufficient school places overall to meet current and projected demand for places in a particular planning area but the distance between the planned development and available school places may exceed the two miles walking distance for primary pupils and three miles for secondary pupils.
- 8.20 School rolls in South Tyneside's primary and secondary schools have been relatively static in recent years, with the exception of current Years 1 and 5 (as at May 2022), which are 'bulge' years, due to an increase in the birth rate resulting in a Reception year group larger than the general trend. The Y5 'bulge' year group will transfer to secondary schools in 2023 and the Year 1 'bulge' year will transfer in 2027. However, projections indicate that potential housing developments will have a significant impact on demand for primary places across the planning areas and on secondary places beyond the 2023 'bulge' year.

## **METHODOLOGY FOR ASSESSING PUPIL YIELD FROM HOUSING DEVELOPMENTS**

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- 8.21 To ensure that the impact of housing developments is adequately mitigated the following are taken into account:
- The increase in demand for education places across all sectors arising from each development, based on the following pupil yield factors, extrapolated from analyses of yields from recent housing developments:
    - Primary places - an additional place for every 4 properties
    - Secondary places - an additional place for every 8 properties
    - Nursery places – based on the Childcare sufficiency evidence
    - Special Educational Needs and Disability (SEND) places – based on forecasted demand for places
  - The capacity of existing schools that will serve the development, taking account of pupil migration across planning areas and local authority boundaries;
  - Available sources of funding to increase capacity where required
  - The extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time

## PLANNING AREAS

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- 8.22 To drill down beyond the high level Borough data, to carry out pupil forecasts effectively and ensure there are sufficient places in the right areas, the Borough is split into six planning areas for primary forecasting and three for secondary forecasting. Any proposals to change school provision are taken within the context of the planning areas.
- 8.23 Although planning for demand for school places is based on these planning areas and catchment areas, preferences expressed by parents/carers for schools in different catchment areas, planning areas, other Local Authority areas or private provision also influences the planning of places.
- 8.24 Breaking the planning areas into sub-areas demonstrates that an overall surplus of places does not necessarily mean that there are sufficient places in the right places. Similarly, vacancies by year group also demonstrate that they can be unevenly distributed, with some year groups oversubscribed.
- 8.25 The mechanism used to collect data for projecting demand for school places is the Department for Education's (DfE) annual School Capacity (SCAP) survey. The return was suspended for 2020 due to the pandemic restrictions, the return date for the 2021 return was 31 October 2021. This data is used by DfE to determine funding for Basic Need places. This is separate from funding that would be sought from developers where a development will increase demand for school places. The years covered for projections in the 2021 SCAP are:
- Primary 2021/22 academic year to 2025/26 academic year
  - Secondary – 2021/22 academic year to 2027/28 academic year
- 8.26 The analysis of the impact of proposed housing developments has therefore been done in two parts:
- i. data from the SCAP return which is limited to the short term, i.e. up to 2025/26 for primary projections and up to 2027/28 for secondary projections.
  - ii. planned housing developments within the Infrastructure Plan for the medium term, 2026 to 2036 and longer term, beyond 2036. The potential impact of those developments on secondary places has been partially captured in the 2026/27 and 2027/28 data within the SCAP.

## IMPACT OF HOUSING DEVELOPMENTS ON PRIMARY PLACES

### AREA 1 – SOUTH SHIELDS NORTH

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#### **Impact of planned housing developments up to 2025**

- 8.27 Planned developments of 195 dwellings would give a yield of an additional 49 primary pupils requiring school places.

#### **Action(s) required**

8.28 There is sufficient capacity. in terms of available primary places, within the schools in this planning area for the period up to 2025/26 therefore the additional demand can be met.

**Impact of planned housing developments from 2036**

8.29 There are 5 planned housing developments from 2036 onwards, giving a yield of 1 pupil, in this planning area therefore there is no significant impact on demand for school places from 2036.

**Action(s) required**

8.30 No action required

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**AREA 2 – SOUTH SHIELDS EAST**

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**Impact of planned housing developments up to 2025**

8.31 Planned developments of 163 dwellings would give a yield of an additional 41 primary pupils requiring school places.

**Action(s) required**

8.32 There is sufficient capacity. in terms of available primary places, within the schools in this planning area for the period up to 2025/26 therefore the additional demand can be met.

**Impact of planned housing developments from 2026**

8.33 Planned developments of 79 dwellings in the north and 258 in the south of this planning area would give a yield of an additional 20 and 65 primary pupils, respectively, requiring school places. Longer term, 2036 onwards, 31 dwellings in the north and 44 dwellings in the south of this planning area would give a yield of 8 and 11 additional primary pupils, respectively, requiring school places. There is spare capacity within this area, however there are several years groups with no spare capacity, therefore, depending upon the birth rate and assuming no further spare capacity in schools within this planning area, additional places will be needed.

**Action(s) required**

8.34 Expansion of an additional half form of entry, i.e. 105 places, to one existing school in the north and one in the south of this planning area, 210 additional places in total, would be required to meet the demand for additional places.

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**AREA 3 – SOUTH SHIELDS WEST**

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**Impact of planned housing developments up to 2025**

8.35 There are no planned developments up to 2025 in this planning area therefore there is no additional demand for school places.

**Action(s) required**

8.36 No action required

**Impact of planned housing developments from 2026**

8.37 Planned developments of 341 dwellings in the north and 333 in the south of this planning area would give a yield of an additional 85 and 83 primary pupils, respectively, requiring school places. Longer term, 2036 onwards, 16 dwellings in the north and 33 dwellings in the south of this planning area would give a yield of 4 and 8 additional primary pupils, respectively, requiring school places. Depending on the birth rate and assuming no spare capacity in schools within this planning area additional places will be needed.

**Action(s) required**

8.38 Expansion of an additional half form of entry, i.e. 105 additional places, to an existing school in the north of this planning area would be required to meet the demand for additional places.

**Impact of planned housing developments beyond 2036**

8.39 There are 16 planned housing developments in the north of this planning area and 33 in the south, giving a yield of 4 and 8 pupils, respectively therefore there is no significant impact on demand for school places from 2036.

**Action(s) required**

8.40 No action required

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**AREA 4 – JARROW**

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**Impact of planned housing developments up to 2025**

8.41 Planned developments of 15 dwellings in the north and 3 in the south of this planning area would give a yield of an additional 4 and 1 primary pupils, respectively, requiring school places. There is therefore no significant impact on demand for school places in this area up to 2025.

**Action(s) required**

8.42 No action required

**Impact of planned housing developments from 2026**

8.43 Planned developments of 15 dwellings in the north, 80 dwellings in the east, 8 in the west and 1,235 dwellings in the south of this planning area would give a yield of an additional 8, 31, 13 and 318 primary pupils, respectively, requiring school places.

8.44 Depending on the birth rate, it is projected that the additional pupils in the north, east and west could be accommodated within existing schools. However, the 318 additional places needed in the south, from one proposed development site, would require additional places.

**Action(s) required**

8.45 The equivalent of a one and a half form entry school. i.e. 315 additional places. This would require a new primary school to be established within the south of this planning area.

**Impact of planned housing developments beyond 2036**

8.46 There are 42 planned housing developments in the east of this planning area, 43 in the west and 35 in the south, giving a yield of 11, 11 and 9 additional pupils, respectively therefore there is no significant impact on demand for school places from 2036.

**Action(s) required**

8.47 No action required

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**AREA 5 – HEBBURN**

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**Impact of planned housing developments up to 2025**

8.48 Planned developments of 12 dwellings in the north and 115 in the south of this planning area would give a yield of an additional 3 and 29 primary pupils, respectively, requiring school places. Schools in the north of this planning area are currently operating up to capacity but the impact of an additional 3 pupils could be absorbed. In the south of this planning area there are sufficient places for increased demand due to spare capacity at Toner Avenue primary School which was enlarged in 2020 to take account of planned housing developments.

**Action(s) required**

8.49 No action required

**Impact of planned housing developments from 2026**

8.50 Planned developments of 236 dwellings in the north and 12 in the south of this planning area would give a yield of an additional 59 and 3 primary pupils, respectively, requiring school places. The schools within the vicinity of the planned developments in the north of this area are operating at full capacity, and in some year groups over capacity.

**Action(s) required**

8.51 Depending on the birth rate it may be necessary to increase the capacity at one of the schools within the vicinity of the planned developments by additional half form of entry, i.e. 105 additional places.

**Impact of planned housing developments beyond 2036**

8.52 Planned developments of 50 dwellings in the north and 8 in the south of this planning area would give a yield of 13 and 2 additional primary pupils, respectively, requiring school places.

8.53 Depending on the birth rate, and if capacity in the north is increased, as set out above, it is assumed that the additional pupils could be accommodated within existing schools.

### **Action(s) required**

8.54 No action required

## **AREA 6 – THE VILLAGES**

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### **Impact of planned housing developments up to 2025**

8.55 There are no planned developments in this planning area up to 2025.

### **Action(s) required**

8.56 No action required

### **Impact of planned housing developments from 2026**

8.57 Planned developments of 396 dwellings in the Whitburn area, 259 dwellings in the Cleadon area and 1,195 dwellings in the Boldons area of this planning area would give a yield of an additional 99, 65 and 299 primary pupils, respectively, requiring school places.

8.58 The schools in the Whitburn and Cleadon areas are all operating at full capacity and in some year groups are over capacity. In the Boldons area only one school has spare capacity in every year group and overall there is insufficient spare capacity to meet the increased demand for places from planned developments. Because of the pressure on places in this planning area, with little capacity in most schools currently and forecasted, it is necessary to plan for the combined pressure on places, which is 98 in the Whitburn area, 58 in the Cleadon area and 322 in the Boldons area.

### **Action(s) required**

8.59 The pressure on places in this area would require expansion of an additional half form of entry, i.e. 105 additional places, to an existing school in the Whitburn area, 105 additional places in the Cleadon area and either a new one and a half form entry school, i.e. 315 additional places, or expansion of existing school(s) in the Boldons area to give 525 additional places in total in this planning area.

## **IMPACTS OF HOUSING DEVELOPMENTS ON SECONDARY PLACES**

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8.60 The Borough previously operated a single planning area for the whole of the secondary sector, which masked shortfalls in particular areas. Following an application to DfE to split the area into three Planning areas for the secondary sector, approval was given on 2 February 2021.

8.61 The 2021SCAP return is the first one to be completed using the new planning areas and has helped to focus on projected shortfalls in places in Planning area 7.

8.62 Offering diversity of secondary places to parents can be challenging, with three of the eight secondary schools being faith schools. Area 8, which has three secondary schools, is particularly challenging in that the majority of the available places to offer to parents where preferences cannot be met at entry year are in the RC VA school within that planning area.

## *Area 7 – North and East*

- 8.63 There has been pressure on places in this area for some time. However, previously the single secondary planning area masked the position in this area. The split into three secondary planning areas now makes it possible to demonstrate the pressure on places in the three schools in this planning area, in every year going forward.
- 8.64 Housing for asylum seekers and refugee families is in the main located within this planning area, therefore there is a current and future additional pressure on school places.
- 8.65 As this is the first year that the new secondary planning areas have been used in SCAP it is now possible to demonstrate the shortfall in places, up to 2027/28. The data suggests a shortfall of places year on year in this planning area, with a projected shortfall of 81 places in 2027/28. It is estimated that an additional 120 places would meet demand for pressure on places in the year of entry and also give some flexibility for in-year transfers, which are also under pressure. The next steps will be to discuss ways forward with schools within the planning area. It would be anticipated that the additional places would need to be added by 2023 to manage the bulge expected into Year 7.
- 8.66 In the past, places have been offered at a school within Planning area 9 to relieve the pressure on places in Planning area 7. However, applications for that school are steadily increasing, therefore, alongside significant plans for housing development in the area, that position is not sustainable longer term.

## **AREA 8 – HEBBURN/JARROW**

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### **Impact of planned housing developments up to 2025**

- 8.67 Planned developments of 27 dwellings in this planning area would give a yield of an additional 3 secondary pupils requiring school places.

### **Impact of planned housing developments from 2026**

- 8.68 Planned developments of 1,732 dwellings in this planning area would give a yield of an additional 217 secondary pupils requiring school places.

### **Impact of planned housing developments beyond 2036**

- 8.69 Planned developments of 175 dwellings in this planning area would give a yield of 22 additional secondary pupils requiring school places.

### **Action(s) required from 20225 to 2026 and beyond**

- 8.70 The data suggests there are sufficient places within this planning area in the shorter term. However, this masks the fact that of the three schools in the planning area, two are operating at almost full capacity and the one school with considerable capacity is a RC VA academy. This inhibits the ability to offer the diversity of places where parents do not want a faith education for their children.



- 8.71 The 1,732 proposed dwellings, from 2026, in this planning area, includes a single development of 1,200 dwellings in the south of the Jarrow area. This will impact on school places in that area, with an additional 160 places required to meet the increase in demand in this area.
- 8.72 Expansion of 300 additional places i.e. 60 per year group, to an existing school or 150 places, 30 per year group, to two schools in this planning area would be required to meet the additional demand for places.

## AREA 9 – SOUTH

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### **Impact of planned housing developments up to 2025**

- 8.73 There are no planned developments in this planning area.

### **Impact of planned housing developments from 2026**

- 8.74 Planned developments of 1,850 dwellings in this planning area would give a yield of an additional 231 secondary pupils requiring school places.
- 8.75 In the shorter term, the data suggests there are sufficient places within this planning area, albeit very tight in most entry years. However, applications for the school currently providing ‘overspill’ places for area 7 are steadily increasing, therefore, alongside the significant plans for housing development in the area, that position is not sustainable longer term.

### **Impact of planned housing developments beyond 2036**

- 8.76 Planned developments of 45 dwellings in this planning area would give a yield of 6 additional secondary pupils requiring school places.

### **Action(s) required from 20225 to 2026 and beyond**

- 8.77 Although there is some spare capacity in schools within this planning area, the lower year groups have minimal spare capacity available. To ensure increased demand can be met in all year groups, expansion of 200 additional places i.e. 40 per year group, to an existing school(s) in this planning area would be required to meet the additional demand for places.

## **IMPACTS OF HOUSING DEVELOPMENTS ON SPECIAL EDUCATIONAL NEEDS AND DISABILITY (SEND) PLACES**

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- 8.78 The local authority ha a duty to secure sufficient education and training provision for young people with an Education, Health and Care (EHC) plan, up to the age of 25.
- 8.79 The local authority would seek developer contributions for SEND provision in direct proportion to the needs arising from planned housing developments, applying the same principle to SEND provision as to mainstream. As there is no standard capacity assessment applicable to special schools and other types of non-mainstream education, as their ability to accommodate pupils

depends on the specific needs of each child. However, an increase in housing will lead to an increase in SEND, and we would seek developer contributions for all special school/SEN places generated by a development, where there is a need for additional SEND provision. Identifying whether a housing development would lead to an increase in demand for SEND places, whether in a special school or other provisions, will be assessed as planning applications are received.

## **IMPACTS OF HOUSING DEVELOPMENTS ON EARLY YEARS PROVISION**

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8.80 While many early years settings fall within the private, voluntary and independent (PVI) sector, the Childcare Acts 2006 and 2016 place a duty on the local authority to ensure sufficient early years childcare provision. The DfE has scaled up state-funded early years places since 2010, including the introduction of funding for eligible 2 year olds and the 30 hours funded childcare offer for 3-4 year olds. The take-up has been high, increasing demand for early years provision. All new primary schools are now expected to include a nursery. Developer contributions have a role to play in helping to fund additional nursery places required as a result of housing growth, however they may be provided, where these are proposed as part of school expansions or new schools. Projecting sufficiency of early years places is challenging in that the PVI sector is able to increase or decrease provision to suit their business plans and it is therefore beyond local authority control. The local authority therefore carries out regular audits of early years provision to ensure sufficiency of places across the Borough and the impact of housing developments is considered as planning permissions are sought for housing developments.

## **FUNDING ADDITIONAL SCHOOL PLACES**

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- 8.81 The two main mechanisms for funding additional school places are:
1. Basic Need Funding (Calculated and distributed by DfE)
  2. Contributions from housing developers where proposed developments increase the demand for school places and there is a need to establish additional places

### **Basic Need Funding**

- 8.82 Basic need allocations are made to local authorities (LAs) to support the capital requirement for providing new pupil places by expanding existing maintained schools, free schools, or academies, and by establishing new schools. This is non-ringfenced capital funding that is not time-bound, so that local authorities can make the best decisions for their local area. The basic need allocations are based principally on data collected from LAs in the School Capacity Survey (SCAP), referred to above. This survey collects information on the capacities of schools in each planning area of each LA, and LAs' forecasts of pupil numbers for several years ahead.
- 8.83 Basic need funding is allocated on the basis of a comparison of school capacity against forecast mainstream pupil numbers from reception year to year 11, uplifted to provide a 2 per cent operating margin. The 2 per cent uplift in pupil forecasts is designed to provide an operating margin for local authorities. This helps to support parental choice, pupil population movement,

and general manageability of the system. Where pupil forecasts exceed available capacity, this is considered to be a 'shortfall'. Conversely any surplus in capacity beyond those uplifted forecasts is counted as 'zero', meaning spare places are not used to offset shortfalls elsewhere (such as in another planning area or another year group). Shortfalls are aggregated for each year group, in each planning area, to give an overall total of additional places needed. This produces a 'raw shortfall', a total figure that measures the gap in places between the assessment of capacity based on SCAP, and forecasts of pupil numbers.

### **Developer Contributions**

- 8.84 The 'Securing Developer Contributions for Education – April 2019' publication provides non-statutory guidance from the Department for Education (DfE), produced to help local authorities secure developer contributions for education so that housing developers contribute to the cost of providing the new school places required due to housing growth. The guidance promotes good practice on pupil yield evidence, engagement with local planning authorities and the delivery of expanded or new schools with funding from housing development. The publication states:
- 8.85 Housing development should mitigate its impact on community infrastructure, including schools;
- Pupil yield factors should be based on up-to-date evidence from recent housing developments;
  - Developer contributions towards new school places should provide both funding for construction and land where applicable, subject to viability assessment when strategic plans are prepared and using up-to-date cost information;
  - The early delivery of new schools within strategic developments should be supported where it would not undermine the viability of the school, or of existing schools in the area.
- 8.86 It is important that the impacts of development are adequately mitigated, requiring an understanding of:
- The education needs arising from development, based on an up-to-date pupil yield factor;
  - The capacity of existing schools that will serve development, taking account of pupil migration across planning areas and local authority boundaries;
  - Available sources of funding to increase capacity where required; and
  - The extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time.
- 8.87 Central government basic need grant, the DfE free schools programme and other capital funding do not negate housing developers' responsibility to mitigate the impact of their development on education.

- 8.88 While basic need funding can be used for new school places that are required due to housing development, it is expected this to be the minimum amount necessary to maintain development viability, having taken into account all infrastructure requirements.
- 8.89 In assessing the requirement for a Section 106 contribution from a housing developer, the Council will consider the following:
- Current school rolls of nursery, primary and secondary schools within the vicinity of the development
  - Future pupil projections for nursery, primary and secondary schools within the vicinity of the development.
  - Net Capacity and Pupil Admission Number of schools within the vicinity of the development.
  - The cumulative impact of planning applications with either full or outline permission which may impact on the availability of places at schools within the vicinity of the development.

**How contributions will be calculated**

- 8.90 Where it is identified that additional school places will be required as a consequence of pressure on places from new developments, either individually or as a consequence of multiple developments within an area, requests for S106 contributions will be made.
- 8.91 Pupil yield is calculated based on the average number of school places required. Historical data indicates that within South Tyneside the average yield from a housing development is one primary pupil per every four houses completed and occupied and one secondary pupil for every eight houses completed and occupied.
- 8.92 South Tyneside Council uses the DfE Primary and Secondary rates per school place to calculate the overall cost of new places. At May 2020, the current DfE rates per pupil place are:
- Nursery places - £13,115
  - Primary places - £13,115
  - Secondary places - £17,050

- 8.93 A worked example of how a contribution would be calculated if there were 400 new homes, with no surplus capacity in existing schools to accommodate pupils moving into them is:

Number of houses:	400
Nursery pupil yield:	$400 \div 4 = 100$
Primary pupil yield:	$400 \div 4 = 100$
Secondary pupil yield:	$400 \div 8 = 50$
Nursery contribution:	$100 \times \text{£}13,115 = \text{£}1,311,500$
Primary contribution:	$100 \times \text{£}13,115 = \text{£}1,311,500$

Secondary contribution:            50 x £17,050 = £852,500

**TOTAL                                    £3,475,500**

**How contributions will be used**

- 8.94 Developer contributions will be used for capital costs associated with establishing new places to increase capacity where demand increases as a result of housing developments. In planning additional places to support pupils from new housing developments the DfE statutory walking distances for school pupils will be taken into account i.e. 2 mile walking distance for primary pupils and 3 mile walking distance for secondary pupils.
- 8.95 If the scale of a development means that demand for school places cannot be met through the expansion of existing schools or academies a S106 contribution may be sought to include land needed to develop a new build school as well as the associated capital costs of establishing the new build school. Alternatively, where appropriate, the Council may request the developer to provide the land and construct and equip a new school.

## 9. Community Facilities – leisure and libraries

- 9.1 In recent years, there has been significant investment in the Council’s leisure and library stock. Forming an integral part of the Council’s master Regeneration Plan, the investment has been directed towards providing unique, vibrant, high quality, affordable and accessible facilities.
- 9.2 The facilities are viewed not only as safe social spaces and areas where individuals can improve their health and fitness, but they are also seen as key gateways to our foreshore, towns and transport links; driving tourism and the wider economy.

### STRATEGY

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- 9.3 Our strategic approach has been one of downsizing underutilised stock through community asset transfer, whilst creating a core group of top quality facilities in geographically balanced locations.
- 9.4 In terms of asset development, some of our major improvement projects in recent years include:
- 2013 – Opening of Haven Point (new build leisure complex, South Shields).
  - 2015 – Opening of Hebburn Central (new build community hub, Hebburn).
  - 2016 – Opening of The Word (new build national centre for the written word, South Shields).
  - 2019 – Opening of Jarrow Focus (refurbished community hub, Jarrow).
- 9.5 Wherever possible the space within the above buildings has been used to support shared services, touch down zones and the provision of private sector business opportunities.

### PRIORITIES FOR INVESTMENT

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- 9.6 We now have a sound leisure and library offer for which the priority is now ensuring maintenance maintain to a high standard. We have no need to expand it over and above the current footprint and as such our planning/development needs are minimal at this time. Moving forward there are no current plans for development in terms of more, or extended facilities. Any increase in customer demand will be met at existing sites through the provision of refreshed programmes and upgraded equipment.

## APPENDIX 1 – INFRASTRUCTURE STAKEHOLDERS

In addition to the Council’s Transport, Ecology, Asset Management, Environmental Protection, School Places Planning and Public Health teams, other external organisations have also contributed information in the development of the IDP and key contacts are listed below.

Organisation	Name	Role
Nexus	Helen Mathews	Head of Corporate Planning
Network Rail	Kevin Towle	Senior Strategic Planner
National Highways	Sunny Ali	Regional Spatial Planning Manager
National Highways	Paul Dixon	Planning & Development
Northern Powergrid	Matthew Preston	General Manager
Northern Powergrid	Chris Mitchell	Customer Services Manager
Northern Powergrid	Andrew Hunter	Programme Manager
Northern Gas Networks	Dean Fuller	Business Operations Lead
Northern Gas Networks	Peter Thompson	
Northumbrian Water	Katherine Dobson	Planning Team Leader
Northumbrian Water	Stephen Wharton	Developer Services (Planning and Wastewater) Manager
Openreach	Kieran Byrne	Streetworks Consultant - North East
City Fibre	Ross Pritchard	Lead Build Assurance Engineer
City Fibre	Jason Legget	Regional Partnership Director
Virgin Media	Paul Mullan	
South Tyneside Clinical Commissioning Group	Jo Farey	Associate Director

## APPENDIX 2 – INFRASTRUCTURE DELIVERY SCHEDULE

The appended schedule detail infrastructure programmes, projects and initiatives according to their respective category. They are prioritised according to the following criteria:

- Essential - Projects which are key to facilitating development.
- Desirable - Projects which are of value in meeting the needs of the community.

Details are provided in respect of the timescale for delivery, broad cost estimate, potential delivery lead/development partners and potential funding source(s).

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 54	A1018 Westoe Road/B1298 Chichester Road (Westoe Bridges) junction improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	A1018 Westoe Road / Dean Road Junction Improvement		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Strategic Corridor	Policy 54	A1018 Westoe Road / King George Road Corridor Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	A194 Western Approach/West Way junction improvement		TBC	S106 / External Funding	STC	2025	Desirable	Conceptual
Junction Improvement	Policy 54	A194 Western Approach / Laygate Junction Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required



Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Strategic Corridor	Policy 54	A194 / Commercial Road Corridor Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A194 / Port of Tyne Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2025	Essential	Feasibility Study Required
Junction Improvement	Policy 54	A1018 King George Road/A1300 John Reid Road/Prince Edward Road roundabout improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2026	Essential	Feasibility Study Required
Junction Improvement	Policy 54	B1298 Boldon Lane improvements (between Stanhope Road and A1300 John Reid Road), South Shields		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	B1298 - Chichester Road / Dean Road / Stanhope Road Junction Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	A1300 John Reid Road/B1298 Boldon Lane/Whiteleas Way junction improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	A19(T)/A194 Lindisfarne interchange and A194/A1300 John Reid Road roundabout enhancements		TBC	External Funding	National Highways / STC / TT2	2030	Desirable	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 54	A19(T)/A185 Tyne Tunnels southern portal junction improvements		TBC	External Funding	National Highways / STC	2030	Essential	Conceptual
Junction Improvement	Policy 54	A185 / Church Bank / Priory Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 54	A185 / Howard Street / Straker Street Junction Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Strategic Corridor	Policy 54	A185 Dualling (The Arches to Southern Portal)		TBC	External Funding	STC / Port of Tyne	2035	Desirable	Conceptual
Junction Improvement	Policy 54	A185 Victoria Road West / Station Road Junction Improvements		TBC	S106 / External Funding	STC	2026	Essential	Conceptual
Junction Improvement	Policy 54	A185 Victoria Road West / Campbell Park Road Junction Improvements		TBC	S106 / External Funding	Regional Traffic Signals"	2026	Essential	Conceptual
Junction Improvement	Policy 54	A185 / Monkton Terrace Junction Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Junction Improvement	Policy 54	A185 Victoria Road West/B1306 Mill Lane junction improvements, Hebburn		TBC	S106 / External Funding	STC	2025	Essential	Conceptual
Junction Improvement	Policy 54	A194 White Mare Pool / Mill Lane Corridor Improvements		TBC	External Funding	STC	2026	Essential	Feasibility Study Required
Junction Improvement	Policy 54	A194 / Mill Lane Roundabout Improvements		TBC	S106 / External Funding	STC	2028	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
SRN Junction Improvement	Policy 54	A194(M)/A194/A184(T) White Mare Pool Junction enhancement/realignment	National Highways Modelling Report	TBC	External Funding	National Highways	2035	Desirable	Conceptual
Strategic Corridor	Policy 54 / Regional Transport Plan	A184 - Testo's - Localised Access Improvements		TBC	External Funding	STC	2028	Desirable	Conceptual
SRN Junction Improvement	Policy 54	A19 Southbound Lane Gain / Lane Drop - A185 through to A194	National Highways Modelling Report	TBC	External Funding	National Highways / STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A184 Newcastle Road/B1298 Abingdon Way junction improvements, West Boldon		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	B1298 Abingdon Way improvements (between A184 Newcastle Road and Henley Way), Boldon Colliery		TBC	S106 / External Funding	National Highways / STC	2026	Essential	Feasibility Study Required
Junction Improvement	Policy 54	B1298 Abingdon Way/Henley Way junction improvements, Boldon Colliery		TBC	S106 / External Funding	STC	2026	Essential	Conceptual
Junction Improvement	Policy 54	Boldon ASDA Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 54	B1298 New Road/Boker Lane junction improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2026	Essential	Feasibility Study Required
Level Crossings	Policy 54	Understanding the implications of Full Barrier operation at Boldon / Tiled level crossings		TBC	S106 / External Funding	STC	2030	Essential but subject to Network Rail study	Feasibility Study Required
Junction Improvement	Policy 54	A184 Front Street/Sunderland Road/B1299 Station Road junction improvements, East Boldon		TBC	S106 / External Funding	STC	2026	Essential	Conceptual
Junction Improvement	Policy 54	A184 Front Street / Boker Lane Junction Improvements		TBC	S106 / External Funding	STC	2026	Essential	Conceptual
Junction Improvement	Policy 54	A184 / Hylton Road (Bank Top Garage) Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2026	Essential	Conceptual
Junction Improvement	Policy 54	A184 / Downhill Lane Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2028	Desirable	Feasibility Study Required I
Junction Improvement	Policy 54	A1018 King George Road/Shields Road/Sunderland Road improvements		TBC	S106 / External Funding	STC	2026		Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 54	A1018 / Shields Road Junction Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A1018 / B1298 (Cleadon Village) Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2028	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A1018 / Whitburn Road Junction Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A1018 / Moor Lane Junction Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A1300 / Marsden Lane Corridor Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A1300 / Marsden Road / Lizard Lane Junction Improvements		TBC	S106 / External Funding	STC	2024	Desirable	Feasibility Study Required
Junction Improvement	Policy 54	A183 / North Guards / Front Street, Whitburn Junction Improvements		TBC	S106 / External Funding	STC	2026	Essential	Feasibility Study Required
Realignment	Policy 54	A183 Coast Road re-alignment, Whitburn		£5,000,000	Council Capital	STC	2022	Essential	Expected to be constructed by 2024
Junction Improvement	Policy 54	Abingdon Way / Fellgate Avenue Junction Upgrade		TBC	S106 / External Funding	STC	2028	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Public Transport	Policy 53 / Light Rail & Metro Strategy	South Shields to Sunderland Metro Extension using Boldon East Curve		TBC	External Funding	Network Rail / STC / Nexus	2035	Desirable	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	South of Tyne / Wearside Loop as part of Leamside Line.		TBC	External Funding	Network Rail / STC / Nexus	2028	Desirable	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	Metro Line Track Dualling/Sharing - Pelaw-Bede		TBC	External Funding	Nexus / STC	2024	Essential	Funding Secured
Public Transport	Policy 53 / Light Rail & Metro Strategy	Metro Station Enhancements across the Network		TBC	External Funding	Nexus / STC	2030	Essential	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	Metro Station (new) - Mill Lane		TBC	External Funding	Nexus / STC	2030	Essential	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	Car Parking Extension at Fellgate Metro Station		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	Car Parking Extension at Tyne Dock Metro Station		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy 53 / Light Rail & Metro Strategy	Chichester Metro Station - Public Realm Improvements		TBC	External Funding	Nexus / STC	2024	Essential	Funding secured

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
	Metro Strategy								
Public Transport	Policy 53 / Bus Service Improvement Plan	Car Parking Extension at East Boldon Metro Station		TBC	External Funding	Nexus / STC	2030	Essential	Feasibility Study Required
Public Transport	Policy 53 / Bus Service Improvement Plan	Jarrow Bus Station Improvements		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	IAMP Area Action Plan	Potential Bus Services into IAMP		TBC	External Funding	Nexus / STC	2028	Desirable	Feasibility Study Required
Public Transport	Policy 53 / Bus Service Improvement Plan	The Nook Bus Corridor - Junction upgrades, with UTMC benefits for PT services		TBC	External Funding	STC / Bus Operators	2028	Essential	Feasibility Study Required
Public Transport	Policy 53 / Bus Service Improvement Plan	A183 Bus Lane - Provision of Bus Lane on approach to Front Street, Whitburn		TBC	External Funding	STC / Bus Operators	2028	Essential	Feasibility Study Required
Public Transport	Policy 53 / Bus Service Improvement Plan	Strategic Junction upgrades to assist Public Transport Movements		TBC	External Funding	STC / Bus Operators	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A194 Cycle Route		TBC	S106 / External Funding	STC	2025	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A185 Cycle Route		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A184 Cycle Route		TBC	S106 / External Funding	STC	2025	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	NCN14 Improvements		TBC	S106 / External Funding	STC	2028	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	NCN 1 Improvements between South Shields and Sunderland		TBC	S106 / External Funding	STC	2028	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	River Don Route Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Village Enhancements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required



Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Harton Mineral Line Access		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Follingsby Lane Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Erskine Road/A194 Scheme		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Ocean Road Improvements		TBC	S106 / External Funding	STC	2026	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Church Way/Keppel Street Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Boldon Lane Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A1018 to Nevinson Avenue Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Mill Lane/Monkton Lane improvements		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Stanley Street- Tyne Dock route		TBC	S106 / External Funding	STC	2028	Desirable	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Nevinson Avenue / Galsworthy Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Benton Road Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	River Drive/Wapping Street Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Sea Road Improvements		TBC	S106 / External Funding	STC	2024	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	St Aloysius View Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	B1297 Wagonway Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A1300 to Coast Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Highfield Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Tyne Dock Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A183 Improvements		TBC	S106 / External Funding	STC	2028	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Town Centre Access Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Tyne Pedestrian Tunnel / Jarrow Town centre		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Last Mile Travel		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Argyle Street, Hebburn		TBC	S106 / External Funding	STC	2026	Desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Beach Road to Garden Lane, South Shields		TBC	S106 / External Funding	STC	2028	Desirable	Design Stage

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Chichester Metro and surrounding area.		TBC	S106 / External Funding	STC	2024	Desirable	Detailed Design
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Mowbray Road to Sea Road Pedestrian Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Wheathall Drive to Lizard Lane Pedestrian Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Whitburn Country Park to Marsden Grotto		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Tyne Dock to Throckley Way Pedestrian Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Hedworth Lane / Calf Close Lane Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Edinburgh Road, Jarrow Pedestrian Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	East Boldon / Cleadon Pedestrian Enhancements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Melbourne Gardens, South Shields Pedestrian Improvements		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Village Pedestrian Improvements (Borough Wide)		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Field Terrace / Springwell Road, Jarrow		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Monksway Improvements, Jarrow		TBC	S106 / External Funding	STC	2028	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Metro Stations		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Tyne Pedestrian Tunnel		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Foreshore Improvements		TBC	S106 / External Funding	STC	2026	Essential	Feasibility Study Required
Active Travel	Policy 53 / Local Cycling and Walking Infrastructure Plan	Safe Routes to School (Borough Wide)		TBC	S106 / External Funding	STC	2026	Essential	Design Stage
Active Travel	Policy 53 / Local Cycling and Walking Infrastructure Plan	Public Realm Improvements (Borough Wide)		TBC	S106 / External Funding	STC	2028	Essential	Feasibility Study Required
Surface water scheme	Policy 9	Hedworth west	Stage 1 viability study	£500k	Local infrastructure levy, Flood Defence Grant-in-Aid,	STC	2024	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
					STC Capital Programme				
Surface water scheme	Policy 9	Hedworth east	Stage 1 viability study	£220k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2024	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Walsh avenue	Stage 1 viability study	£230k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Barnard crescent	Stage 1 viability study	£130k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Mortimer road	Stage 1 viability study	£310k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required



Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Property flood resilience	Policy 7	Stanhope road	delivery in 2022	£170k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2022	Desirable	Funding secured
Surface water scheme	Policy 9	South Lane	Stage 1 viability study	£140k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2022	Desirable	Funding secured
Coastal erosion scheme	Policy 12	England Coast Path Rollback		£50k	to be determined	STC	2022	Desirable	Funding secured
Surface water scheme	Policy 9	Harton grove	Stage 1 viability study	£100k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2023	Desirable	Feasibility Study Required
Water framework/riverside improvements/carbon reduction	Policy 11	Tyne estuary		£100k	to be determined	STC		Desirable	Funding secured
Innovative flood and coastal resilience programme	Policy 12	Stronger Shores	The aim of the project is to improve the	£6.5m	Environment Agency funding	STC	Jan-22	Desirable	Funding application awaiting approval

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and biodiversity management.						
Changing room facilities Upgrades	Policy SP23	Oakleigh Gardens, Cleadon - Changing facilities improvements	"Works required to free up development land and increase Match Equivalent Sessions (MES) but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Changing room facilities Upgrades	Policy SP23	The Dragon/Bents Park, South Shields - Changing facilities improvements	N.B. Site also subject to Fields in Trust application by the Council, but to pitch areas only."	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Changing room facilities Upgrades	Policy SP23	King George V, Jarrow - Changing facilities improvements	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Changing room facilities Upgrades	Policy SP23	Cleadon Park, South Shields - Changing facilities improvements	Works required to free up development land and increase MES but final decision on amount of land required	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			/ location of land required needs to be confirmed.						
Changing room facilities Upgrades	Policy SP23	Monkton Stadium, Monkton - improved facilities, and potential additional pitches	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
New changing Facilities	Policy SP23	The Clock, Hebburn - new facilities, potential additional pitch	Works required to free up development land and increase MES but final decision on amount of land required / location of land required	TBC - Awaiting formal pitch inspection training and then carryout full assessments .	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			needs to be confirmed.						
Playing pitch improvements	Policy SP23	Improvements (drainage/maintenance etc) to all grass pitches within South Tyneside to eventually include football, rugby, cricket.	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	£11.5m	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Surveys ongoing year on year to check on maintenance requirements and progress
District Heating scheme	Ref	Viking Energy Network Jarrow (VENJ);	River Source heat pump with 1MW PV farm linking 9 council buildings, scope for 14	£11.5m	ERDF (£4.5m) & capital borrowing	STC	2023	Desirable	Under construction
District Heating scheme	Policy 6	Hebburn Minewater	Minewater heat pump & air source feeding Durham Court & Hebburn central	£9m	ERDF & capital borrowing	STC	2023	Desirable	Under construction

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
District Heating scheme	Policy 6	Holborn renewable energy network	Combination of Minewater & river heat pump sourced as well as waste wood gasification plant producing syngas and green hydrogen to feed a network feeding a number of buildings within South Shields	£30-40m	BEIS (Green Heat Network Fund)	STC	2025/28	Desirable	Feasibility complete
District Heating scheme	Policy 6	West Harton district heating feasibility	Minewater & river heat pump sourced feeding various buildings	£1m	BEIS (Green Heat Network Fund)	STC	2026/27	Desirable	pre-concept
Building decarbonisation	Policy 5	Harton Primary School; 250kW PV system & 4 no. GSHP & extensive heating repairs	Largely complete. Some new pipework	3560K	SALIX PSDF	STC	2021/2	Desirable	Completed

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			scheduled July/August 22						
Building decarbonisation	Policy 5	Forest View Primary School; 120kW PV system & 3 no. GSHP	Complete; some minor snagging	£395K	SALIX PSDF	STC	2021/2	Desirable	Completed
Building decarbonisation	Policy 5	Middlefields storage battery 650kWh	Intended to load shift output from Wind turbine for greater £ & CO2 savings	£530K	SALIX PSDF	STC	2022	Desirable	Completed
Building decarbonisation	Policy 5	Jarrow Pool heat pump vent plant & PV	Complete	£380K	SALIX PSDF	STC	2022	Desirable	Completed
Wind Turbine - Middlefields	Policy 6	Installation of 900kW EWT DW54 wind turbine as per 2016 feasibility and 2018 contract. To supply 125 to 150% Middlefields load	Heavily contested / disputed in planning process	Contracted at £1.4m	STC - MTFP	STC	2018 - 20xx?	Desirable	Awaiting planning approval
Wind Turbine - Viking	Policy 6	Installation of 900kW EWT DW54 wind turbine to supplement VENJ winter heat production	Planning process requires starting	estimated £1.6m	STC - MTFP	STC	2025	Desirable	Feasibility
Wind Turbine- Temple Park	Policy 6	Installation of 900kW EWT DW54 wind turbine to enable carbon neutral heat source for TPLC	Planning process requires starting	estimated £1.6m.	TBC	STC	2026	Desirable	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Streetlighting LED upgrades	Policy 48	Replacement of c. 3000 sodium streetlights with LED equivalents	Broadly, £1m packages each year 2015-22, saving ~65% electricity, 6 or 7 yr payback	Estimated £1m per annum	STC - MTFP	STC	2024	Desirable	Design
District Heating scheme	Policy 6	Hebburn Minewater - Phase 2	Extension of Minewater heat District Heating system to cover a number of schools and other public/private buildings in Hebburn	£3m - £5m	BEIS (Green Heat Network Fund)	STC	2026	Desirable	Feasibility
District Heating scheme	Policy 6	Viking Energy Network Jarrow (VENJ) - Phase 2	Extension of the VENJ scheme with network reaching out further into Jarrow lining a number of schools and other public buildings	£4m - £6m	BEIS (Green Heat Network Fund)	STC	2027	Desirable	conceptual



Appendix 3: School Place Planning Areas

