

South Warwickshire Local Plan –
Infrastructure Delivery Plan Part 2 –
Publication Version – February 2026

Summary

Background

The South Warwickshire Local Plan (SWLP) sets out the overall pattern, scale and design quality of places within South Warwickshire. It acts as the development plan for both Stratford on Avon District Council and Warwick District Council (The Councils) in their capacity as Local Planning Authorities for their respective administrative areas. The SWLP covers the period between 2025 to 2050, with implications beyond this period in the case of new settlements. The Local Plan sets out how the councils expect to deliver new jobs, new infrastructure and new homes to grow the South Warwickshire economy and help deliver on both Council’s commitments to address the climate change emergency.

Role of the Infrastructure Delivery Plan

The Infrastructure Delivery Plan (IDP) has been prepared alongside the Local Plan to help identify future infrastructure requirements and costs, as well as when and how infrastructure will be delivered. The Local Plan and IDP provide the context for securing developer contributions associated with development (including trigger points for the provision of associated infrastructure). The IDP will also play a key role in identifying the need for funding from external sources to deliver infrastructure.

The IDP also has a role in helping to coordinate planning and investment in new infrastructure by the two districts and other infrastructure providers and key stakeholders, including Warwickshire County Council (WCC), Department for Transport (DfT), West Midlands Rail Executive (WMRE) and South Warwickshire University NHS Foundation Trust, where it is associated with requirements arising from new development.

This document, the Infrastructure Delivery Plan Part 2 provides an update to the [Infrastructure Delivery Plan Part 1](#), which was published as part of the technical evidence for the SWLP Preferred Options Consultation in 2025. It also draws on existing plans and strategies; the wider evidence base and responses made regarding infrastructure provision as part of the previous round of consultation.

The Infrastructure Delivery Plan Part 2 includes an Infrastructure Delivery Schedule (IDS) in **Appendix B** that provides details of specific infrastructure requirements identified in the Local Plan. This IDP remains a “live document” and the Councils will continue to work with partners to refine its contents up to the submission of the local plan. Appendix B provides infrastructure delivery schedules for the allocated sites, as well as thematic requirements based on infrastructure types where these are not clearly linked to a specific development and may be required to mitigate several schemes.

What does Infrastructure Mean?

This report considers 28 infrastructure topics across 8 infrastructure themes. The themes and infrastructure topics considered are summarise in Table S.1 below:

Table S.1: Infrastructure Themes and Topics

Theme	Topic
Transport	Active Travel
	Public Transport
	Highways
	Freight
	Aviation
Education	Schools
	Post - 16
	Early years provision
Healthcare	Primary healthcare
	Secondary healthcare
	Adult social care
Emergency services	Ambulance services
	Policing
	Fire and rescue
Green and blue infrastructure	Green spaces - natural and semi-natural green space, public rights of way
	Playing Fields
	Allotments/Community Orchards
	Blue infrastructure (Rivers, other waterbodies and Canals)
Community facilities	Burials and cremation facilities
	Libraries
	Sports facilities and leisure centres

Theme	Topic
	Community centres
Utilities and digital	Electricity
	Gas
	District heat network
	Water supply and sewerage
	Waste management
Flood risk	Flood risk management

Policy Context

National planning policy requires that Local Plans should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from population growth which require additional infrastructure as mitigation to be sustainable.

Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to consider the likely timescale for delivery.

Local planning authorities and county councils (in 2-tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure. Such policies should not undermine the deliverability of the plan.

Finance and Funding

Stratford on Avon District Council and Warwick District Council currently operate a dedicated Community Infrastructure Levy (CIL) charging schedule. Both districts and WCC also collect developer contributions through Section 106 Agreements (S.106) associated with new development, but these are unlikely to be sufficient to be able to fund all the infrastructure required to support new development. Where this is the case, funding from alternative sources will therefore be required.

Although the SWLP is a joint plan, both Councils will maintain separate regimes in relation to developer contributions subject to the outcome on ongoing proposals for Local Government Reorganisation (LGR) proposed by the incumbent Government. Maintaining separate regimes for developer contributions is necessary for governance purposes and to maintain transparency in

terms of the collection and use of developer contributions. There may be scope for a joint approach to updating the current CIL schedules, but this will need to be explored further subject to consideration of LGR.

It is likely that future development in the SWLP area will give rise to infrastructure needs that require external funding. The IDP Part 2, through the Infrastructure Delivery Schedule, provides a summary of identified infrastructure schemes that are required to effectively provide and mitigate the growth bought forward by the South Warwickshire Plan.

Cross boundary working is a key element of the approach to infrastructure delivery and informs implementation of the local plan. Given the nature of the SWLP as a joint plan, a holistic assessment has been undertaken where applicable to ensure that cross-boundary effects are full considered, through working constructively with Warwickshire County Council. It is expected that these arrangements will continue subject to the outcome of LGR proposals.

Updates to the future infrastructure needs identified in IDP Part 1

The review of existing evidence and strategy set out in the IDP part 1 has been updated. This update considers engagement with infrastructure stakeholders and provides an overview of infrastructure within the SWLP area, together with consideration of the implications of future growth. Available benchmark infrastructure standards have been used to do this wherever possible, together with information provided by infrastructure stakeholders. Any assumptions are also set out in **Chapter 5**.

Future Governance

Governance is also relevant in the context of new settlements and other strategic locations for growth. The issue of long-term stewardship of the environment, including infrastructure are important considerations across the plan period and beyond.

The IDP remains a live document. It will continue to be updated as the Local Plan progresses towards submission and adoption, as other pieces of information are provided or updated as part of the plan-making process. This will include:

- Continued discussions with stakeholders regarding the spatial strategy and preferred sites, including feedback from the Local Plan Inspectors. This will include ongoing discussions on any cross-boundary infrastructure needs.
- The outcome of engagement associated with the Publication (Regulation 19) Consultation.
- Additional technical work associated with the proposed allocations, including any planning applications submitted ahead of the adoption of the SWLP.
- Further transport modelling in support of the Strategic Transport Assessment
- Any relevant considerations or implications arising from LGR.

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1 Introduction

1.1 A new Local Plan for South Warwickshire

A Local Plan is a legal document that Local Planning Authorities are required to prepare by the Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004. They set out the future land use and planning policies for an area over the lifetime of the plan. The Regulation 19 South Warwickshire Local Plan (SWLP) sets out the overall strategy for the pattern, scale and design quality of place within South Warwickshire. Upon adoption, it will form part of the statutory development plan for the determination of planning applications for both Stratford on Avon District Council and Warwick District Council and will cover the period between 2025 and 2050. The Local Plan sets out a strategy for the delivery of new employment land, new housing and new infrastructure, to grow the South Warwickshire economy, create sustainable communities and help deliver on both Council's commitments to address the climate change emergency.

1.2 Role of the Infrastructure Delivery Plan

Both Councils recognise that new development inherently creates requirement for new or improved infrastructure to meet the need of existing and future residents, visitors and those working or doing business in the area. In some cases, development cannot progress without the necessary infrastructure in place. The Councils are therefore taking a proactive approach to infrastructure planning and implementation, ensuring that the Local Plan identifies the key infrastructure requirements for development proposals, especially at new settlements and strategic growth locations.

The IDP has been prepared following extensive engagement with infrastructure and service providers through the preparation of the SWLP. Key stakeholders for infrastructure provision alongside the Councils include Warwickshire County Council (WCC), the Department for Transport (DfT), West Midlands Rail Executive (WMRE) and South Warwickshire University NHS Foundation Trust.

The South Warwickshire IDP provides two key pieces of information:

- It sets out a baseline position which establishes current infrastructure provision, identifying any shortfalls and potential constraints to development.
- It then sets out specific infrastructure and service requirements that are required to enable the spatial growth strategy that is set out in the Regulation 19 Publication version of the SWLP through the appended Infrastructure Delivery Schedule.

Therefore, the core role of the IDP in this process is to identify the future requirements, costs and delivery mechanisms in support of the proposed level of growth. The IDP also has a role in helping to co-ordinate planning and investment in new infrastructure where it is associated with requirements arising from new development. Where applicable, the IDP also helps to identify gaps in infrastructure funding and provides evidence to seek planning obligations or seek external funding to deliver infrastructure.

The South Warwickshire Local Plan proposes 18 strategic scale allocations which are expected to deliver key pieces of infrastructure on site as part of their proposals. This includes the new settlements at Long Marston and Hatton, and the junction improvements to Junction 13 and Junction 14 of the M40 at Bishop's Tachbrook, and the Stratford South Western Relief Road (SSWRR), also known as the Stratford-upon-Avon Bypass. Due to the scale of these individual proposals, each new settlement and strategic growth location has reviewed to establish site-specific infrastructure requirements through discussions with promoters and providers. This is to set out what needs to be delivered to ensure that these are genuine, sustainable locations for growth. In addition, broad thematic considerations of infrastructure requirements based on different types have been set out. These will need to be considered as part of all development proposals in the districts over the plan period. These are provided through the Infrastructure Delivery Schedule in **Appendix B**.

The IDP remains a live document and the LPAs will continue to work with partners to refine its contents throughout the remainder of plan-making process and beyond. The reason for this iterative process is that further refinement of the growth strategy continuously brings further evidence to light. By retaining flexibility this enables a more accurate IDP at the point of the adoption of the local plan by ensuring full alignment with the adopted growth strategy. The IDP will then continue to act as a live document that will be reviewed regularly and integrated into decision-making by both councils. As such, whilst the IDP is interdependent with the South Warwickshire Local Plan and will support its delivery, it is also independent from in that it will be adapted respond to how growth comes forward on the ground during the plan period.

The IDP is split into two parts. This document forms Part 2 of the IDP (IDP Part 2) and contains the Infrastructure Delivery Schedule (IDS) in **Appendix B**. The IDP Part 2 develops Part 1 of the IDP (IDP Part 1) which was prepared as part of the preferred options consultation, published in January 2025. The IDP Part 1 provided baseline infrastructure reporting across a range of categories, and a review of future delivery. This information has been updated where relevant and supplemented where necessary.

The changes made to the baseline and future delivery reporting that were included in IDP Part 1 reflect the outcomes of further analysis and engagement with infrastructure documents since that document was published in January 2025. However, in most cases the extensive position set out in the IDP Part 1 remains the principal position regarding the baseline and expected infrastructure provision for each infrastructure theme. The primary focus of the IDP Part 2 is focused on site-specific infrastructure requirements of associated with strategic development proposed in the SWLP, with broader requirements considered where applicable, notably for highways improvements to the Strategic Road Network (SRN).

The IDP reflects the strategic role of the South Warwickshire Local Plan – focussing on the infrastructure that is needed to deliver the spatial strategy. It will be supported by more detailed documents associated with the SWLP Part 2 and other documents identified in **Figure 1.1**.

1.3 What does Infrastructure Mean?

The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning

Act 2008¹ (as amended) includes—(a) roads and other transport facilities, (b) flood defences, (c) schools and other educational facilities, (d) medical facilities, (e) sporting and recreational facilities, and (f) open spaces. Reflecting recent capacity issues, it is also now common for IDPs in England to also consider utilities (water, wastewater, energy and digital).

The CIL Regulations 2010² (as amended) widened the definition of infrastructure to include the ‘provision, improvement, replacement, operation and maintenance of infrastructure or anything else that is concerned with addressing demands that development places on an area.’ Infrastructure meeting this definition will be delivered by a range of agencies and funding sources.

1.4 Structure of the Document

The structure of the remainder of this document is as follows:

- Chapter 2 sets out the national, regional, sub-regional and local policy context relevant to the production of the IDP.
- Chapter 3 sets out the finance and funding context for the delivery of the infrastructure required by the IDP.
- Chapter 4 explains the approach taken to the IDP, and how Part 1 of the IDP was produced.
- Chapter 5 updates baseline infrastructure provision with South Warwickshire across the infrastructure themes and provides updated implications for future growth and future governance arrangements for the delivery and funding of infrastructure as applicable. It should be read alongside Chapter 4 of the IDP Part 1.
- Chapter 6 provides a summary of the infrastructure for South Warwickshire building on the Infrastructure Delivery Schedule in Appendix B, but summarising in line with the infrastructure themes set out in Chapter 5.
- Chapter 7 concludes the IDP Part 2, considers future governance and considers any key funding gaps that need to be addressed.

2 Policy Context

2.1 Scale and Distribution of Growth

SWLP Policy DS.2 South Warwickshire’s Development Requirements sets out the requirements for housing and employment need in Warwick and Stratford Upon Avon Districts in the period from 2025-2050. These requirements are to be met in accordance with **SWLP Policy DS.1 Spatial Development Strategy – Including Using Brownfield Land for Development**. This policy sets out the overall distribution of growth contained within the plan period and has been informed by a range of technical evidence.

¹ Planning Act (2008), Part 11 Community Infrastructure Levy. Available at:

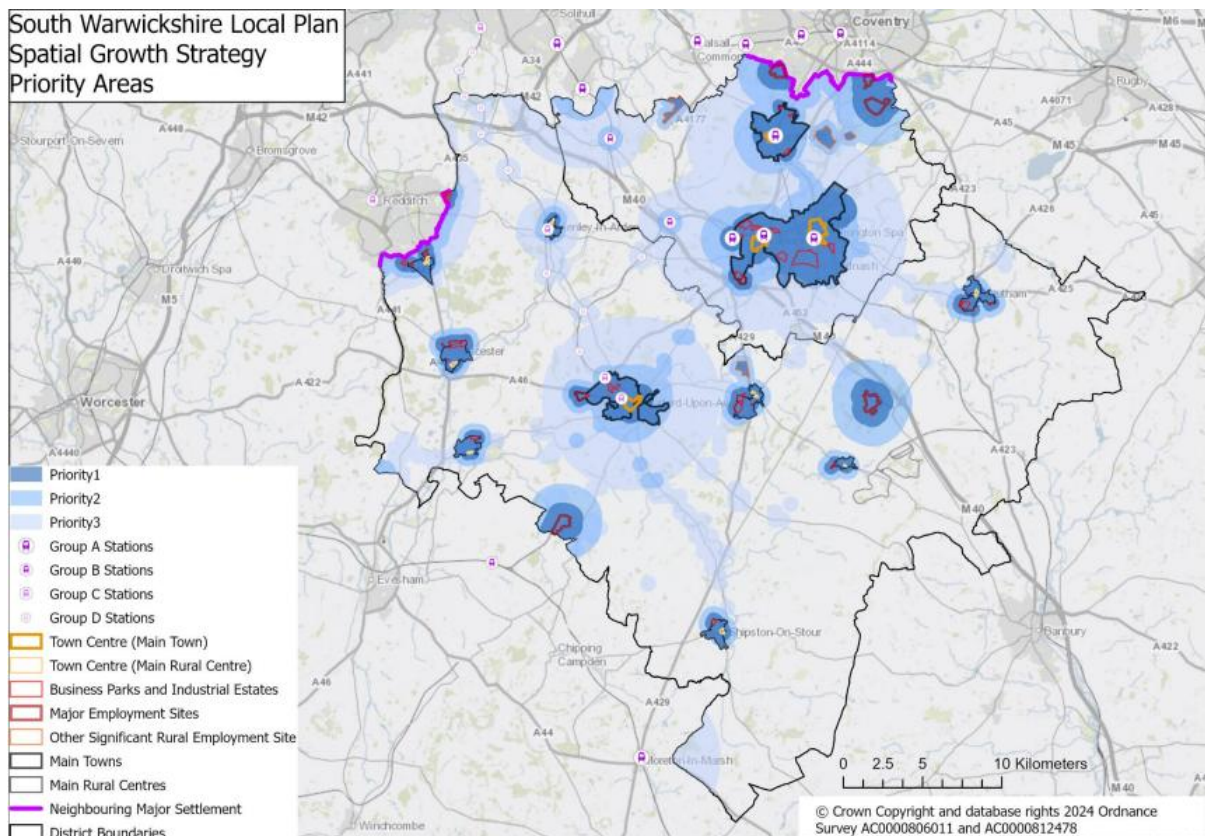
<https://www.legislation.gov.uk/ukpga/2008/29/contents> (Accessed 18/02/2026)

² The Community Infrastructure Levy (Amendment) Regulations (2014). Available at:

<https://www.legislation.gov.uk/ukdsi/2014/9780111108543/contents> (Accessed 18/02/2026)

The chosen spatial strategy for the South Warwickshire Local Plan is ‘Sustainable Travel and Economy’, which delivers the overarching vision and objective of the local plan and has been informed from the five options initially presented to the public at the Issues and Options Consultation, and confirmed at the Preferred Options Consultation. This has, in turn, identified sustainable potential locations for growth based on proximity to urban land, rail and bus stations and proximity to existing employment locations. Elsewhere, locations with the opportunity to leverage socio-economic improvements to areas of deprivation have been considered. This has led to the creation of three buffer zones around of these facilities, known as priority areas, which have informed site selection as shown in Figure 2-1 South Warwickshire Local Plan Spatial Growth Strategy Priority Areas below:

Figure 2-1 South Warwickshire Local Plan Spatial Growth Strategy Priority Areas



An important component at the core of the growth strategy is the principle of the twenty-minute neighbourhood. This is a principle of place-making that ensures that homes are located close to the amenities and facilities that are needed for day to day to life. This means ensuring that there is sufficient infrastructure delivered on strategic sites to ensure that that emerging populations are self-sufficient and do not rely on the private car for transport elsewhere. Likewise, it is recognised that many locations in South Warwickshire have seen large scale growth across previous local plans, at times due to speculative planning applications, which has led to acute requirements for infrastructure provision in many existing locations.

The spatial growth strategy is led by two new settlements at a scale sufficient to ensure the provision of services. Elsewhere, the growth strategy is delivered through a series of Strategic Growth Locations, typically sustainable urban extensions that deliver growth which is strategic in

scale. These are often smaller and may be more reliant on existing infrastructure provision but provide opportunities for local improvements when considered cumulatively with existing needs. To meet the government's requirements for smaller sites and maintain a five-year housing land supply further non-strategic Local Growth Locations have been provided as part of the strategy. Collectively these developments deliver the level of growth required to meet national and regional requirements.

The site selection process has been led by the growth strategy through the consideration of the priority areas set out above, this also applies for the selection of non-strategic sites which are of smaller scale and typically have more limited infrastructure requirements, with the expectation that they will benefit from the additional infrastructure associated with the strategic sites, or enhance and maintain the provision of existing services, often in more rural locations. **A full list of non-strategic sites allocated in the SWLP is provided in SWL Policy DS.4 Local Growth Locations.** Additionally, some further small-scale development is expected to be delivered through SWLP **Policy X.X – Other Growth Locations.**

Infrastructure delivery is contained at the core of the SWLP. **SWLP Policy DS.3 Development Principles and Strategic Growth Locations, which** sets out the detailed design principles of strategic scale growth. It also requires conformity with the IDP to ensure that there is an appropriate provision of infrastructure at each location of growth. In addition, **SWLP Policy I.D 11 Infrastructure Requirements and Delivery** sets out a broader requirement for all types of development that is expected to come forward to contribute towards the delivery of infrastructure through on-site provision and off-site planning obligations. **Policy I.D 1 Infrastructure Safeguarding** supports the provision of strategically important transport infrastructure that is crucial to delivering the growth strategy set out in the South Warwickshire Local Plan, including the Stratford-upon-Avon Bypass, and proposals for a rationalising of Junction 13 and 14 at Bishops Tachbrook.

2.2 National Policy Context

2.2.1 Planning and Infrastructure Act 2025

The Planning and Infrastructure Act 2025 was given Royal Assent on 18 December 2025. The Planning and Infrastructure Act (PIA) contains a broad set of measures that are designed to speed up the delivery of infrastructure.³ The principal focus of the legislation is to speed up Nationally Significant Infrastructure Project (NSIPs). However, it has broader implications for the delivery of infrastructure through the Town and Country Planning Act 1990, and the Planning and Compulsory Purchase Act 2004. It is envisioned that the Act will be utilised to speed up housebuilding and the delivery of critical infrastructure. Key changes in the Act include⁴:

- Reforms to rules regarding NSIPs. These include a regular review of national policy statements and streamlined provision for updates, as well as a more focused

³ Ministry of Housing, Communities and Local Government (2025), *Landmark Planning and Infrastructure bill becomes law*. Available at <https://www.gov.uk/government/news/landmark-planning-and-infrastructure-bill-becomes-law> (Accessed 19/02/2026).

⁴ Lewis, Ares & Walker (2025). *Planning and Infrastructure bill: Research Briefing*. House of Commons Library. Available at <https://commonslibrary.parliament.uk/research-briefings/cbp-10216/>. Accessed 19/02/2026).

consultation process. The Act also introduces the ability for the Secretary of State to bring development projects out of the development consent process and revises the process for legal challenge.

- Speeding up the delivery of energy infrastructure. The Act introduces measures to enable meeting the Government's Clean Power 2030 Action Plan. This includes provisions to speed up the process of connecting electricity generating facilities to the electricity transmission network. It also includes a benefits scheme for households living near new or significantly upgraded electricity transmission infrastructure.
- Measures to streamline and improve the planning processes for transport projects consented under the Highways Act 1980 and Transport and Works Act 1992. This includes new charging arrangements, revised consultation and decision-making timescales, and powers to take temporary possession of land. The Act also removes the requirement for secondary legislation to approve some types of highway projects, such as classifying a road as a trunk road or downgrading a trunk road to an ordinary A road.
- Ring-fenced planning fees. The Act enables local authorities to set planning fees and charges locally and allows for additional fees to be ring fenced for planning services. It also reintroduces strategic planning through the creation of strategic planning boards and clarifies the process for the development of Spatial Development Strategies to ensure that these are prepared by all types of combined and unitary authorities in England.
- Powers for Natural England. The Act grants new powers for Natural England to produce "environmental delivery plans" (EDPs). Where these are in place, these will supersede requirements under the Habitats Regulations for assessing the impact of any project on significant nature protection sites.
- Rationalisation of development corporations. The Act clarifies the role and the remit of development corporations, as statutory bodies set up to carry out large-scale development and regeneration projects. This is to ensure consistent approach to support large-scale housing delivery such as new towns and urban extensions both of which have clear infrastructure requirements associated with them.
- Streamlined Compulsory Purchase Procedures. The act brings together and streamlines compulsory purchase procedures. This enables greater flexibility for change and early possession of land, within set legislative parameters. It modifies loss payments for landowners and occupiers to reflect the impact of compulsory purchase on both groups, excluding housing loss payments where compulsory purchase was initiated due to neglect. The Act also enables hope value to be disregarded where parish, town and community council are seeking to deliver affordable housing. An organisation seeking to make a compulsory purchase would still need to demonstrate that is in the public interest.

2.2.2 Levelling-Up and Regeneration Act 2023

The Levelling-up and Regeneration Act 2023 was given Royal Assent on 26 October 2023. The overarching objective of the Levelling-up and Regeneration Act 2023 (LuRA) is to reduce geographic disparities across the UK through changes to existing local government, planning, and compulsory purchase legislation. The previous Government identified 12 medium term missions

to provide consistency and clarify over levelling up objectives. Many of these missions relate to infrastructure provision:⁵

- Mission 1: Living standards
- Mission 2: Research and development
- Mission 3: Transport
- Mission 4: Digital connectivity
- Mission 5: Education
- Mission 6: Skills
- Mission 7: Health
- Mission 8: Well-being
- Mission 9: Pride in Place
- Mission 10: Housing
- Mission 11: Crime
- Mission 12: Local leadership

2.2.3 National Planning Policy Framework

The National Planning Policy Framework sets out the Government's Planning Policies for England and how these should be applied. It provides a framework for plan-making and decision making and it sets out how local plans can provide for housing and other development in a sustainable manner. The incumbent Labour Government carried out an update to the National Planning Policy Framework (NPPF) in the first year of its administration. The revised NPPF was published in December 2024 and is reflected in this document.⁶ Key points in relation to infrastructure delivery are summarised below:

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner.

Paragraph 11 of the NPPF highlights the importance of promoting a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects.

Paragraph 20 of the NPPF states (in summary) that strategic policies should set out an overall strategy for the pattern, scale and design quality of places. Local Plans should make sufficient provision for a range of factors, including homes, infrastructure (including transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy and community facilities (such as health, education and cultural infrastructure).

⁵ Department for Levelling up, Housing and Communities (2024), *Policy Paper - Statement of Levelling Up Missions*. Available at <https://www.gov.uk/government/publications/statement-of-levelling-up-missions/statement-of-levelling-up-missions> (Accessed 19/02/2026).

⁶ Ministry of Housing, Communities and Local Government (2024) *National Planning Policy Framework*. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2> (Accessed 16/12/2024).

Paragraph 22 states that strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

Paragraph 24 of the NPPF states in summary that effective strategic planning across local planning authority boundaries will play a vital and increasing role in how sustainable growth is delivered, including delivering strategic infrastructure. Local planning authorities and county councils (in 2-tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.

Paragraph 27 of the NPPF states in summary that strategic policy making authorities should make sure that their plan policies align as fully as possible with those of other bodies where a strategic relationship exists and take into account the relevant investment plans of infrastructure providers. This includes taking a consistent approach to the delivery of major infrastructure.

Paragraph 35 of the NPPF states that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Paragraph 77 of the NPPF notes that the supply of large numbers of new homes can often be best achieved through planning for larger scale development - such as new settlements or significant extensions to existing villages and towns - provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

- a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;
- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;
- c) set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;
- d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations).

Footnote 38 of the NPPF notes that the delivery of large-scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.

Paragraph 96 c) of the NPPF states that planning policies and decisions should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs and reduce health inequalities between the least and most deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

At present, the Government is consulting on further changes to the National Planning Policy Framework, having published a draft version for consultation in December 2025.⁷ These proposals are far reaching in terms of their implications for the planning system in England. This inevitably will have implications for the long-term delivery of the SWLP and its supporting IDP. The draft NPPF for consultation is intended to support the implementation of new plan-making system in England.⁸ As the South Warwickshire Local Plan is being prepared under the legacy plan-making system and not the new plan-making system, it is intended to be compliant with NPPF 2024, though it will be operational under any future NPPF 2026. As such, there is the expectation that any future local plan will be prepared under the new plan-making system which provides a streamlined approach that see greater focus on growth and supporting infrastructure as the focal point of the process.

2.2.4 National Planning Practice Guidance

National Planning Practice Guidance (PPG) on plan-making and infrastructure includes the following guidance on effective cooperation address strategic infrastructure needs⁹:

“Effective cooperation enables strategic policy-making authorities and infrastructure providers to establish whether additional strategic cross-boundary infrastructure is required. A Statement of Common Ground can be used as evidence that the strategic policy-making authorities have sought agreement with the relevant bodies. It can also inform the Community Infrastructure Levy and can form part of the evidence base for the Infrastructure Funding Statement, especially when forecasting contributions required for future planned development” (Paragraph: 016 Reference ID: 61-016-20190315 Revision date: 15 03 2019).

Guidance on the delivery of strategic matters states that a plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be

⁷ Ministry of Housing, Communities and Local Government (2025), *National Planning Policy Framework: Proposed Reforms and other changes to the planning system*. Available at <https://www.gov.uk/government/consultations/national-planning-policy-framework-proposed-reforms-and-other-changes-to-the-planning-system> (Accessed 19/02/2026).

⁸ Ministry of Housing, Communities & Local Government (2025), *Rollout of the new plan-making system*. Available at <https://www.gov.uk/government/publications/rollout-of-the-new-local-plan-making-system/rollout-of-the-new-local-plan-making-system> (Accessed 23/02/2026).

⁹ Ministry of Housing, Communities and Local Government (2021), *Guidance on Plan Making*. Available at <https://www.gov.uk/guidance/plan-making> (Accessed 16/12/2024).

realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.

The government recommends that, when preparing a plan, strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.

Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with guidance.

Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged (Paragraph: 059 Reference ID: 61-059-20190315, Revision date: 15 03 2019).

2.3 Regional policy context

The West Midlands Combined Authority (WMCA) was set up in 2016 and comprises 18 local authorities with differing membership arrangements, 7 councils are full members with Stratford-upon-Avon and Warwick District Council acting as WMCA members with reduced voting rights, also known as non-constituent membership. The WMCA has a devolution deal with Government which includes transport investment, including those relating to cross boundary services.¹⁰ The SWLP will need to demonstrate cooperation on strategic matters that cross administrative boundaries and the IDP has a role in relation to infrastructure. The WMCA is also the accountable body for the West Midlands Investment Zone, which covers the whole West Midlands region, not just the area administered by the WMCA. The zone will draw on an unprecedented range of tools to support growth in the region's advanced manufacturing sector – broadly defined to encompass

¹⁰ WMCA (2023) *Devolution Deal for the West Midlands*. Available at <https://www.wmca.org.uk/documents/deeper-devolution/devolution-deal-for-the-west-midlands/> (Accessed 08/10/2024).

electric vehicle and battery technology, green industries, health-tech and the critical underpinning digital platforms.¹¹

Whilst neither of the South Warwickshire authorities are full-members of the WMCA, it is a recognised to be a regional leader, especially when it comes to the delivery of significant infrastructure projects. Following the English Devolution White Paper, and the Planning and Infrastructure Act, the West Midlands Combined Authority has a duty to prepare a Local Growth Plan and Spatial Development Strategy.¹² In this context, Local Growth Plans are designed to mobilise infrastructure investment towards strategic priorities at the regional level, through the identification of a strategic pipeline of major projects. These are to be prepared in tandem with Spatial Development Strategies, which should identify key infrastructure requirements at the regional level to meet housing needs, grow the regional economy, and improve the environment. This acts as a spatial representation of the priorities identified in the Local Growth Plan. The WMCA published the West Midlands Growth Plan in August 2025¹³ which acts to provide guidance about its direction of travel and strategic priorities. In terms of implications for South Warwickshire specifically, opportunities to consider cross boundary arrangements for the delivery of infrastructure must be ensured. Most notably through the Warwick & Coventry Gigapark as part of the West Midlands Investment Zone and through broader alignment with capital spending programmes where there are opportunities for regional connectivity such as those by Transport for West Midlands. A full list of the capital investment priorities for the WMCA which supports the Growth Plan was published in October 2025.¹⁴ The following identified projects are particularly pertinent for infrastructure delivery in South Warwickshire:

- Arden Cross: Development proposals are Arden Cross in Solihull Borough, which include proposals for an HS2 interchange which provides potential connectivity for residents in the northern area of Warwick District with rapid access to Central London.
- Coventry & Warwick Investment Zone: The Coventry & Warwick Investment Zone (CWIZ) forms part of the Coventry Growth Arc. The Coventry Growth arc acts as a major growth programme with a major focus on southern areas of the city, neighbouring Warwick District. Here, the 250ha Coventry and Warwick Investment Zone will catalyse the growth of the West Midlands battery, automotive and linked manufacturing industries. The proposals include the delivery of rapid transport links led by the innovative Coventry Very Light Rail System. The CWIZ includes Greenpower Park which has planning permission for up to 530,000m² for batter manufacturing and associated research and development. This is the only available site in the UK with planning permission for a giga factory.

¹¹ WMCA (2024), *West Midlands Investment Zone*. Available at <https://www.wmca.org.uk/what-we-do/economy-and-innovation/west-midlands-investment-zone> (Accessed 08/10/2024).

¹² Ministry of Housing, Communities and Local Government (2026). *Guidance for Mayoral Strategic Authorities on Developing Local Growth Plans*. Available at: <https://www.gov.uk/government/publications/local-growth-plans-england/guidance-for-mayoral-strategic-authorities-on-developing-local-growth-plans> (Accessed 23/02/2026).

¹³ WMCA (2025). *West Midlands Growth Plan: Growth for everyone*. Available at <https://growth.wmca.org.uk/> (Accessed at 23/02/2026).

¹⁴WMCA (2025) *West Midlands Investment Prospectus*. Available at <https://www.wmca.org.uk/news/mayor-offers-global-investors-more-than-19bn-of-opportunities-to-drive-growth-jobs-and-homes/> (Accessed 23/02/2026).

Other relevant organisations include NHS England – Midlands, which supports 11 integrated care systems and 42 trusts in the region

2.4 Sub-regional policy context

Both South Warwickshire councils are within the Coventry & Warwickshire Housing Market Area (along with Coventry, North Warwickshire, Nuneaton & Bedworth and Rugby). Evidence also suggests that Coventry and Warwickshire can be regarded as a functional economic market area.¹⁵ Stratford-on-Avon District Council is one of 14 local authorities within the Greater Birmingham and Black Country Housing Market Area. Both South Warwickshire councils are also a member of the Coventry, Warwickshire and Hinckley & Bosworth Joint Committee for Economic Growth and Prosperity. The Joint Committee brings together a number of local authorities to address issues concerning economic development, regeneration and strategic planning.

Warwickshire County Council (WCC) is responsible for a range of services, including education, fire and rescue and public safety, highways and transport and social care. This makes them a key stakeholder for engagement throughout the preparation of this IDP, and the SWLP more generally. WCC declared a climate emergency in July 2019 and signed up to the UK100 Net Zero pledge in June 2021.¹⁶

WCC's Council Plan (2020-25) sets out priority areas for action and how it will achieve them.¹⁷ WCC has also produced a document outlining the county-wide approach to levelling-up, in cooperation with district authorities in the County.¹⁸ WCC received a devolution deal which includes responsibility for the strategic planning and delivery of the £10m UK Shared Prosperity Fund, a potential source of funding for relevant infrastructure and other programmes relating to public health that could help reduce demands on existing health related infrastructure.¹⁹

As noted above, three sites have been identified within the West Midlands Investment Zone (covering all the West Midlands Combined Authority Area), one of which is in Warwick District – the Coventry-Warwick Giga Park (which already has outline planning permission for a giga factory). This site is proposed to deliver a Giga Factory and associated supply chain to produce batteries for electric vehicles. It is anticipated to create thousands of jobs and billions of pounds of investment. Both Warwick District Council and Warwickshire County Council will receive significant income from this designated area of strategic investment. Other relevant organisations within the plan area include the South Warwickshire University NHS Foundation

¹⁵ Icení (2022), *Coventry & Warwickshire Housing & Economic Development Needs Assessment*. Available at <https://www.coventry.gov.uk/downloads/file/42639/housing-and-economic-development-needs-assessment-hedna-executive-summary> (Accessed 14/10/2024).

¹⁶ Warwickshire County Council (2021), *Warwickshire County Council signs the UK100 Net Zero Pledge*. Available at <https://www.warwickshire.gov.uk/news/article/2192/warwickshire-county-council-signs-the-uk100-net-zero-pledge> (Accessed 08/10/2024).

¹⁷ Warwickshire County Council (2022), *Council Plan*. Available at <https://api.warwickshire.gov.uk/documents/WCCC-1980322935-2012> (Accessed 07/10/2024).

¹⁸ Warwickshire County Council (2022), *A County Wide Approach to Levelling up in Warwickshire*. Available at <https://api.warwickshire.gov.uk/documents/WCCC-970487194-271> (Accessed 08/10/2024).

¹⁹ Warwickshire County Council (2024), *Devolution Deal and Investment Zone form 'significant long-term milestones' for Warwickshire*. Available at <https://www.warwickshire.gov.uk/news/article/5047/devolution-deal-and-investment-zone-form-significant-long-term-milestones-for-warwickshire> (Accessed 07/10/2024).

Trust. The Trust provides a range of healthcare services to around half a million people in Warwickshire. Children's, Young People's and Family Services are also delivered throughout Coventry and Solihull.

2.5 Local policy context

Once adopted, the SWLP will replace the Adopted Core Strategy for Stratford on Avon and the Adopted Warwick District Local Plan, although some policies from the existing plans may be saved until subsequent Part 2 Plans are produced. The provision of infrastructure is key to delivering the growth proposed in both Council's adopted local plans, as well as enabling housing and economic growth to occur.

However, both Council's adopted local plans have been prepared against significantly lower housing requirements than that set out as part of the government's standard method for calculation housing need, which has informed the requirement for the South Warwickshire Local Plan. This increase in relative housing growth translates in a need for substantially greater infrastructure provision to support it.

The South Warwickshire Local Plan will cover the period up to 2050 and guide development towards the most sustainable locations in the district. Often these are locations where development can help to deliver significant infrastructure improvements to meet existing needs alongside those of future residents.

In addition to existing development plans, the Councils have produced documents to support communities and address inequalities, including access to infrastructure associated with funding under the UK Shared Prosperity Fund. Stratford-on-Avon District Council's Growing Opportunities document (2023-25) and accompanying Action Plan identifies priorities and actions.²⁰ Warwick District's Investment Plan identifies priorities and actions.²¹

Both districts are core members of the South Warwickshire Place Partnership Board, which is seeking to achieve improved health outcomes for local populations, narrowing health inequalities and achieve better outcomes for people.²²

Both districts have separately declared a Climate emergency and new infrastructure could have a role in helping the area move towards being carbon neutral and more resilient to the impacts of climate change.

²⁰ Stratford on Avon District Council (2024), *Growing Opportunities Plan 2023-2025*. Available at: <https://www.stratford.gov.uk/people-communities/growing-opportunities-plan-2023-2025.cfm> (Accessed 15/10/2024).

²¹ Warwick District Council (2022), *District secures allocation of UK Shared Prosperity Fund*. Available at <https://www.warwickdc.gov.uk/news/article/957/district-secures-allocation-of-uk-shared-prosperity-fund>. (Accessed 15/10/2024).

²² South Warwickshire Place Partnership Board (2022), *South Warwickshire Place Partnership Board Terms of Reference – DRAFT*. Available at <https://democracy.stratford.gov.uk/documents/s60565/Appendix%203%20SW%20Place%20Partnership%20Board%20TOR%20v4.4.pdf> (Accessed 14/10/2024).

3 Finance and Funding

In most cases the private sector will be required to invest to provide the infrastructure needed to support and enable the growth required within the emerging South Warwickshire Local Plan. Principally, this will be through developer contributions towards the provision of on-site or off-site infrastructure as required as part of the scheme. This includes improvements to existing provision and facilities. In some cases, for particularly complex pieces of infrastructure, the delivery and financing of infrastructure will need to be co-ordinated between public and private partners.

The following are relevant in terms of the funding of infrastructure within the SWLP area and are discussed below:

- Section 106 Agreements.
- Community Infrastructure Levy.
- Section 278 Agreements.
- Government Grants.

3.1 Section 106 agreements

Under Section 106 of the Town and Country Planning Act 1990, any person interested in land in a local planning authority may, by agreement or unilaterally, enter an obligation (commonly known as a S106 planning obligation). Planning obligations may only be sought where they meet the following tests, demonstrating that they are:

- 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.

These tests are set out as statutory tests in regulation 122 (as amended by the 2011 and 2019 Regulations) and as policy tests in the NPPF (paragraph 58). The common uses of planning obligations are to secure affordable housing, and to specify the type and timing of this housing; and to secure financial contributions to provide infrastructure, including public open space, health, education, highways, community safety and town centre improvements and off-site biodiversity net gain.

3.2 Community infrastructure levy

The Community Infrastructure Levy (CIL) is a way of collecting contributions from developers towards the provision of infrastructure required to support growth and its maintenance. CIL is a planning charge introduced by the government under the Planning Act 2008 to provide local authorities with a more flexible and transparent means of funding infrastructure projects across their local area. In areas where CIL operates, the levy is charged per square metre of new development (floorspace), and the charge may vary according to the size, location and type of development.

The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be

made more severe by new development. The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development. The common uses for CIL include provision of sports and community facilities, schools, flood risk and water management, improvement to health facilities and highways. Where CIL is collected in an area that has a Neighbourhood Development Plan or a neighbourhood development order in place, the charging authority must pass 25% of the relevant CIL receipts to the Town or Parish Council for that area (subject to an annual limit). Where no neighbourhood plan or development order is in place, the charging authority must pass 15% of relevant receipts, capped at £100/dwelling.²³

The PPG recognises that CIL is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area. SDC and WDC operate CIL schemes.

Both Councils are required to produce an Infrastructure Funding Statement (IFS). Unlike S106 contributions, CIL contributions are non-negotiable and once collected can be directed towards general infrastructure that has been identified within the IFS. The IFS is an annual report required to be published by December each year, which provides a summary of the financial and non-financial developer contributions relating to S106 Legal Agreements and CIL.²⁴

Stratford District Council has brought in over £8 million from CIL to support infrastructure in its area since its introduction in February 2018. This has provided funding for a range of infrastructure, including improvements to existing play areas and health facilities.

Warwick District Council has brought in over £16 million from CIL to support infrastructure in its area since its introduction in December 2017. This has provided funding for a range of infrastructure, including amongst other items, a new community centre and a new health centre.

The South Warwickshire Councils are intending to update their respective CIL charging schedules alongside the preparation of the South Warwickshire Local Plan. Work is ongoing, and the outputs from the IDP, notably the Infrastructure Delivery Schedule will be utilised alongside the Whole Plan Viability Assessment to consider how CIL will continue to operate over the plan period to 2050.

3.3 Section 278 agreements

A Section 278 agreement (or s278) is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with WCC (in its capacity as the Highway Authority) to make permanent alterations or improvements to a public highway, as part of a planning approval. Examples of work covered by an s278 include:

²³ Ministry of Housing, Communities and Local Government (2024), *Guidance - Community Infrastructure Levy*. Available at <https://www.gov.uk/guidance/community-infrastructure-levy#introduction> (Accessed 07/10/2024).

²⁴ Stratford on Avon District Council (2024) *Infrastructure Funding Statement*. Available at <https://www.stratford.gov.uk/planning-building/infrastructure-planning.cfm> (Accessed 23/02/2025); Warwick District Council (2025) *Infrastructure Funding Statement*. Available at https://www.warwickdc.gov.uk/downloads/file/8748/202425_infrastructure_funding_statement (Accessed 23/02/2025).

- new or changed access into a development site (i.e. a bell mouth, roundabout, signalised junction, right turn lane or a simple priority junction)
- New/alteration of signalised crossings or junctions close to the development site.

3.4 Government grants and other mechanisms

Where there is a gap between the funding that is available and the funding that is required to be delivered, this is known as the funding gap. One of the issues around funding gaps is that they are often difficult to quantify due to the need to adjust and index costs for inflation. Contributions will be sought to address funding gaps where applicable, but it is unlikely to be viable to fully fund the infrastructure to deliver the SWLP through these means.

Funding for infrastructure can also be delivered via Government grants. This is often delivered through arm's length agencies such as Homes England, the National Wealth Fund or National Highways. Homes England is a vital vehicle in providing upfront costs for key pieces of funding at new settlements and sustainable urban extensions. Current enabling funds include the Home Building Fund²⁵ which provides direct investment to meet development costs; the National Wealth Fund²⁶ which provides a regionally focused, place-based vehicle of investment with partnership with local authorities for significant pieces of infrastructure; and the National Infrastructure & Service Transformation Authority,²⁷ which provides a pipeline of national infrastructure projects with a construction cost of £15 million to ensure that they are available for grants from the treasury and other arm's length bodies, including combined authorities.

The Local Government Association found 448 unique grants between 2015/16 and 2018/19 from central to local government. There were 386 in 2022/23 alone and the Institute for Government recommended that funding should be streamlined into a small set of larger pots.²⁸

Recent examples of grant funding are provided below (note that some of the below regimes were published under previous governments and it may be that they will not be available in the future):

- Department for Transport – Road Investment Strategy for motorways and major A Roads – the current strategy has a budget of £27.4 billion and runs from 2020 to 2025.²⁹ An update to this figure is expected shortly for the next funding cycle of strategic road network infrastructure projects.

²⁵ Homes England (2025), *The Home Building Fund – Lending and investments to support housebuilding*. Available at <https://www.gov.uk/government/publications/housebuilding-support-from-the-home-building-fund/the-home-building-fund-lending-and-investments-to-support-housebuilding> (Accessed 23/02/2026).

²⁶ National Infrastructure & Service Transformation Authority (2025), *Infrastructure Pipeline*. Available at <https://pipeline.nista.grid.civilservice.gov.uk/introduction> (Accessed 23/02/2026).

²⁷ Department for Transport (2025). *Strategic Road network: interim settlement 2025 to 2026*. Available at <https://www.gov.uk/government/publications/strategic-road-network-interim-settlement-2025-to-2026> (Accessed 23/02/2026).

²⁸ Institute for Government (2024), *Funding Local Growth*. Available at <https://www.instituteforgovernment.org.uk/sites/default/files/2024-05/funding-local-growth.pdf> (Accessed 07/10/2024).

²⁹ Department for Transport (2020), *Road Investment Strategy 2: 2020-25*. Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951100/road-investment-strategy-2-2020-2025.pdf (Accessed 03/10/2024).

- Active Travel Fund – provided a pot of £101 million in 2024, funding supported local transport authorities with developing and constructing walking and cycling facilities.³⁰
- Funding for natural flood management funded by Defra and the Environment Agency – 40 projects in England benefited from £25m funding for natural flood management in 2024.³¹
- National Lottery Heritage Funding – includes a range of programmes with a pot of £24m, covering nature and habitats, historic buildings and environments, or cultures, traditions and people’s memories.³²
- Nature Towns and Cities – a £15 million pot launched in October 2024 by the National Trust, the National Lottery Heritage Fund and Natural England. The stated aim is to build on the legacy of the Future Parks Accelerator and help councils develop and implement local nature recovery strategies. Councils and community partners can now apply for grants of between £250,000 and £1m from a pot of £15m, with plans to support ‘at least 100 towns and cities. The deadline for expressions of interest was 12th November 2024.³³
- Devolved Housing & Land Funds – a funding pot of £200m administered by the West Midlands Combined Authority (WMCA), acting as a funder of last resort to deliver residential-led schemes on previously developed land. Funding from this source is being used to help with delivery of the ‘Gateway’ site in Stratford-upon-Avon.³⁴
- The Platinum Jubilee Village Hall Improvement Grant Fund – a £3m capital fund for expansion and/or modernisation of facilities.³⁵ Applications closed in 2023 and it is not clear if a similar scheme will be run in future years.

The UK Shared Prosperity Fund (UKSPF) is a £2.6 billion funding pot to be invested in communities by 2025. The three investment priorities covered by the fund are: Communities and Place, Supporting Local Business and People and Skills. The fund was not competitive but local authorities were allocated funding based on submitting an Investment Plan within the required timescale. The UK shared prosperity fund

The Rural England Prosperity Fund – (REPF) provides £110m for eligible local authorities between 2023-25 and funds capital projects for small businesses and community infrastructure. The fund is a top up of the UKSPF and only available to organisations that made an application under the UKSPF.

³⁰ Department for Transport (2024), *Active Travel Fund: local transport authority allocations*. Available at <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations> (Accessed 09/10/2024).

³¹ Defra (2024), *40 projects to benefit from £25 million funding for natural flood management*. Available at <https://www.gov.uk/government/news/40-projects-to-benefit-from-25-million-funding-for-natural-flood-management> (Accessed 04/10/2024).

³² Heritage Fund (2024), *Funding*. Available at <https://www.heritagefund.org.uk/funding> (Accessed 08/10/2024).

³³ Heritage Fund (2024), *£15million to help put nature at the heart of our towns and cities*. Available at <https://www.heritagefund.org.uk/news/ps15million-help-put-nature-heart-our-towns-and-cities> (Accessed 08/10/2024).

³⁴ WMCA (2024), *Funding approved for Stratford-upon-Avon Gateway housing scheme*. Available at: <https://www.wmca.org.uk/news/funding-approved-for-stratford-upon-avon-gateway-housing-scheme> (Accessed 04/10/2024).

³⁵ Defra (2022), *Village Halls to see major revamp as Platinum Jubilee fund opens*. Available at: <https://www.gov.uk/government/news/village-halls-to-see-major-revamp-as-platinum-jubilee-fund-opens> (Accessed 04/10/2024).

These two funds replaced the European Structural and Investment Funds. The requirement for 50% match funding has been removed, and funding can now be used for a wider range of projects. However, WCC notes that the overall level of funds available has fallen. The reductions are particularly significant in the amounts available to support business growth, innovation, and low carbon support. It is estimated that the total amount available over two years represents a 75% reduction on the amount previously available via the ESIF Funds over a typical two-year period.³⁶

Stratford-on-Avon District Council was allocated £3.59m from the UKSPF and REPF to be used by 2025. Warwick District Council was allocated almost £3.5m from the UKSPF. Warwickshire County Council was allocated £2.54 million. Local authorities in Warwickshire are working collaboratively to deliver some common programmes, continue to fund existing initiatives and to commission new services.³⁷ Given the scope of the funding includes community infrastructure there is potential for some overlap with the potential use of CIL funding.

The UKSPF and REPF are due to end in 2026³⁸, following the Government's Spending Review in 2025. The Government used this to announce a new approach focused on regional investment through Local Growth Funds and Pride in Place Funding. Local Growth Fund will be delivered through Mayoral Strategic Authorities and support the Investment Strategies set out in their Local Growth Plans, delivering enabling infrastructure to create attractive propositions for private investors. Inevitably, the focus of Local Growth Funds is therefore more oriented around sub-regional urban areas such as the West Midlands Combined Authority, which the Council's work in partnership with but are not members of. This creates risks of fundings gaps arising from the loss of this capital investment. The WMCA is due to receive £286 million in the period to 2030 through its Local Growth Fund, and there may be opportunities to secure funding for cross-boundary projects, especially in the South of Coventry area.

3.5 Future funding sources

This IDP has been prepared in the context of funding that is likely to be available now. The broader context of local government reorganisation implies a greater focus on regional and sub-regional structures as a key mechanism for infrastructure delivery in the future. It is therefore likely that there will be significant changes in how planning obligations operate, how key pieces of infrastructure are delivered, and who is responsible for delivering them over the identified plan-period. Given the likelihood that a future local planning authority will have to continue the operation of IDP at the point of the adoption of the South Warwickshire Local Plan, it is critical that the SWLP IDP is regarded as a 'live document'. The Councils should continue to monitor potential changes in funding operation and take every opportunity to ensure that identified infrastructure needs for an area are aligned to them through the ongoing updating of this IDP and its supporting Infrastructure schedule.

³⁶ WCC (2023), *Report to Cabinet – UK Shared Prosperity Fund*. Available at <https://democracy.warwickshire.gov.uk/mgConvert2PDF.aspx?ID=30258>. (Accessed 04/10/2024).

³⁷ WCC (2023) *Report to Cabinet – UK Shared Prosperity Fund*. Available at <https://democracy.warwickshire.gov.uk/mgConvert2PDF.aspx?ID=30258>. (Accessed 04/10/2024).

³⁸ Ministry of Housing, Communities & Local Government. Available at: <https://www.gov.uk/government/publications/local-growth-fund-england-policy-statement/local-growth-fund-england-policy-statement>. (Accessed: 18/03/2026)

4 Approach and Methodology

4.1 Study scope

This chapter discusses the approach and methodology used to describe the baseline situation in South Warwickshire and implications for future growth. Where data is not available at the South Warwickshire level, it is presented at the lowest available level, e.g. Warwickshire, the West Midlands Region, England, United Kingdom, in progressive succession of availability. The analysis is set out in **Chapter 5**.

This IDP considers 28 infrastructure projects across 8 infrastructure themes. The themes and topics that have been considered are set out in Table 4-1 Infrastructure Themes and Topics below.

Table 4-1 Infrastructure Themes and Topics

Theme	Topic
Transport	Active Travel
	Public Transport
	Highways
	Freight
	Aviation
Education	Schools
	Post - 16
	Early years provision
Healthcare	Primary healthcare
	Secondary healthcare
	Adult social care
Emergency services Green and blue infrastructure	Ambulance services
	Policing
	Fire and rescue
	Green spaces – natural and semi-natural green space, public rights of way
	Playing Fields

Theme	Topic
	Allotments/Community Orchards
	Blue infrastructure (Rivers, other waterbodies and Canals)
Community facilities	Burials and cremation facilities
	Libraries
	Sports facilities and leisure centres
	Community centres
Utilities and digital	Electricity
	Gas
	District heat network
	Water supply and sewerage
	Waste management
Flood risk	Flood risk management

4.2 Engagement with infrastructure providers

The IDP has been informed through extensive and ongoing engagement with relevant infrastructure providers operating in South Warwickshire, alongside an extensive review of existing evidence, publications and strategies which detail the current and emerging situation in terms of infrastructure provision. This engagement has had two aims:

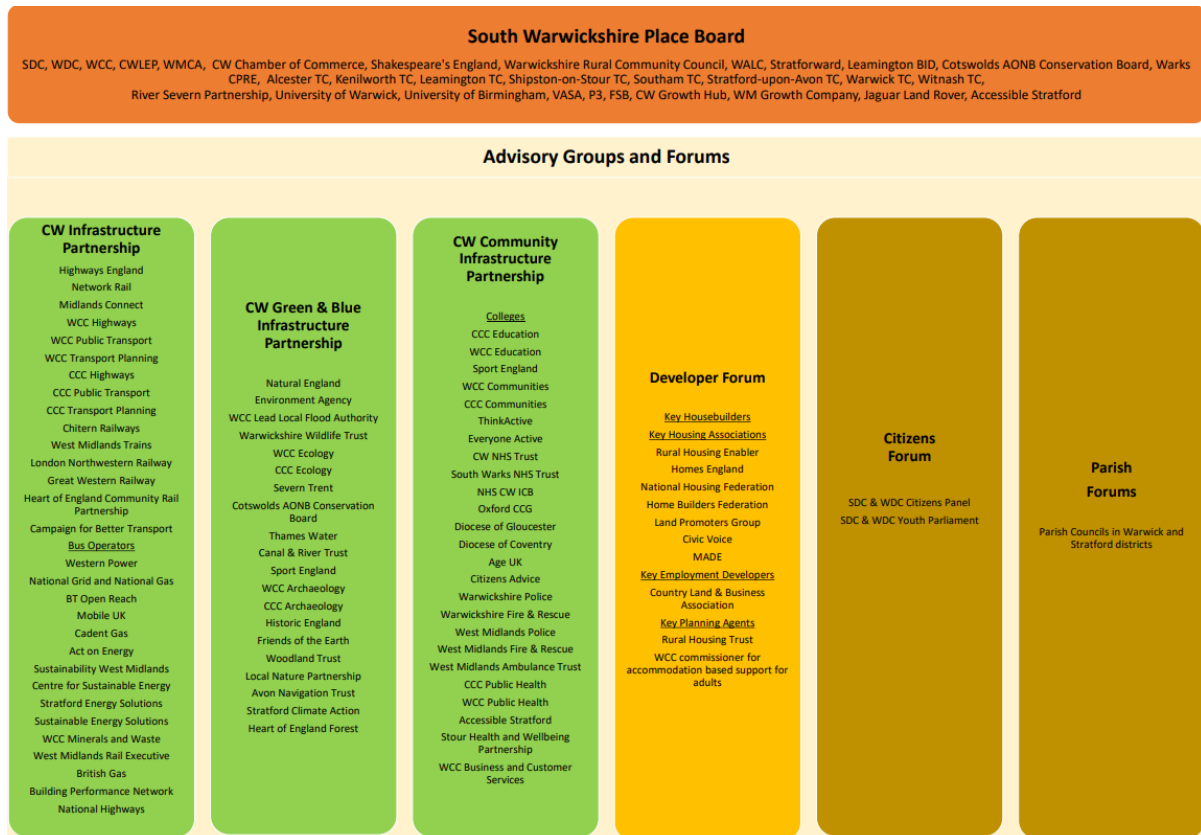
- Firstly, to gain an understanding of capacity, constraints, opportunities and existing or planned investment.
- Secondly, to enable infrastructure providers to comment on the implications of the planned level of growth and spatial strategy for existing infrastructure and likely requirements over the lifetime of the plan.

A significant amount of consultation has occurred since the IDP Part 1 was prepared, including the preferred options consultation which presented stakeholders with a list of potential sites to provide detailed feedback and commentary on. However, this in an iterative process which continues as the plan moves forward towards submission.

Therefore, ongoing engagement with infrastructure and service providers is key to ensure that the requirements of the development strategy are provided for through the SWLP and represented in site-specific allocation policies as applicable. The Councils will therefore continue to liaise with infrastructure and service providers moving forward throughout the remainder of the plan-making

process. Figure 4-1 sets out the infrastructure providers who were consulted as part of the Local Plan and this IDP.

Figure 4-1 Key Stakeholders



4.3 Consideration of Future Infrastructure Needs

The IDP part 1 set out a comprehensive desk-based exercise setting out future infrastructure needs based on engagement with key stakeholders. This IDP part 2 provides an update on this process, following the preferred options consultation. Where there have been changes in the baseline or infrastructure implications for future growth, these have been provided in the IDP Part 2.

This allows the identification of the key areas of focus for infrastructure work and has enabled discussions with infrastructure providers in more detail, with a greater focus on delivery of key aims for providers, and where applicable, site specific delivery at new settlements and strategic growth locations. As the local plan and evidence base develops further, the IDP will be able to provide better conclusions about the infrastructure needs within each theme, through additional technical work. Most notably, this includes more detailed transport modelling work that is expected to support the submission version of the local plan.

4.4 Producing an Infrastructure Delivery Schedule

The key output of the IDP is the Infrastructure Delivery Schedule (IDS) set out in **Appendix B** of this report. Alongside the identification of infrastructure projects, it also identifies timescales and establishes the importance of each infrastructure item to the delivery of the emerging local plan.

The key purpose of the Infrastructure Delivery Schedule is demonstrating that the requirements of national policy regarding planning for the delivery of infrastructure as part of the plan-making process have been met.

The IDP sets out the types of infrastructure, its timescale, location, the relevant authority, estimated cost as applicable, funding source, project status and priority status. The IDS is not intended to be an aspirational document in terms of its preparation, where funding gaps are identified or are currently unclear this has been identified. One of the key outstanding goals for the IDP as a live document is to resolve and update these gaps where they have been identified as arising.

The IDS contained within this document is formed of two parts both of which are provided in **Appendix B**. The first part provides an update on the broad-based list of requirements across the SWLP area identified as being required by infrastructure providers, typically at the strategic level where provision is not specific to any given site either due to the scale of the infrastructure proposed, or the need for an off-site contribution, typically through expanding existing facilities elsewhere. The second part summarises expected infrastructure delivery at new settlements and strategic growth locations, which are the principal focus for growth in the SWLP. This uses the outcomes of consultation that has been made with service providers, feedback on masterplanning from AECOM and input from developers and site promoters to provide site specific expectations for infrastructure delivery. Another key input has been the viability assessment of strategic sites by Aspinall Verdi. These are expected starting points for any site-wide masterplan for allocated sites and should represent the minimum that is expected to be delivered on-site.

Information about the cost from infrastructure required over the lifetime of the Local Plan will be sought from infrastructure providers. Where costs are not known, estimates have been provided based on best practice and reasonable assumptions. Once information has been collected, projects will be prioritised for delivery based on whether they are ‘Critical’, ‘Essential’, or ‘Desirable’. The terms, for the purposes of the IDS contained within this IDP, are defined in Table 4-2 Classification of Infrastructure below:

Table 4-2 Classification of Infrastructure

Classification	Definition
Critical	<p>Infrastructure that must happen to enable growth (as a prerequisite to overcome constraints without which development cannot proceed).</p> <p>These infrastructure items are typically ‘blockers’ or ‘showstoppers’. They are most common in relation to highway, transport, and utilities infrastructure.</p> <p>They are usually linked to triggers controlling the commencement of new developments.</p>

Classification	Definition
Essential	<p>Infrastructure that is considered necessary to mitigate the impacts arising from the development.</p> <p>These mitigation schemes are typically required to make the proposed development acceptable in planning terms.</p> <p>These items are most common in relation to the increase in population generated by the development (e.g. additional school places) as well as to accommodate their future travel requirements (e.g. public transport). Also, provision of open space and play space</p> <p>They are usually linked to triggers controlling the occupation of new developments.</p>
Desirable	<p>Infrastructure that is required to support wider strategic or site-specific objectives.</p> <p>Typically set out in planning policy or subject to a statutory duty (but would not necessarily prevent development from occurring).</p> <p>This type of infrastructure has a less direct relationship with the additional population generated by new developments and is more influenced by whether a person chooses to use this facility or service.</p> <p>Typically including use of the likes of community facilities, libraries and sports facilities.</p>

5 Updates to future infrastructure needs identified in IDP Part 1

This section provides an update to the consideration of future infrastructure needs set out in the IDP Part 1 which was published as part of the preferred options consultation. It sets out any changes in the baseline position regarding key stakeholders; it considers any outcomes from further engagement including through the preferred options consultation and sets out how any future funding programmes have changed which would have implications for the provision of infrastructure.

It is accepted that the distribution and concentration of new development play an important role in understanding the potential impacts on existing infrastructure and identifying where new infrastructure may be needed. Any future changes to the overarching growth strategy makes it likely that there will be further updates to this section ahead of the adoption of the local plan. The publication of this IDP alongside the Regulation 19 document will provide further feedback from consultees and members of the public. Additionally, further pieces of information will be published by stakeholders, and this may be included as part of the submission version if it is particularly pertinent.

In preparing the IDP Part 2, the structure used to present infrastructure themes has been rationalised and simplified compared to IDP Part 1. Where the IDP Part 1 organised some themes across multiple sub-sections to reflect the breadth of the initial baseline evidence, the IDP Part 2 consolidates these headings in order to clearly distinguish what has changed since the IDP Part 1 and what remains unchanged. This approach is intended to make the document more navigable for stakeholders but is not intended to alter the substance of the evidence base established in Part 1. Readers should refer to the equivalent sections of Part 1 for the full baseline position on each theme. As the remainder of IDP Part 2 focuses on the implications of future growth and the provision of infrastructure required to support it, the updates in this section address changes to the baseline position established in Part 1 rather than repeating it.

5.1 Transport

This section provides an update to section 4.1 of the IDP Part 1 and should be read in conjunction with it.

Following the Preferred Options consultation, and further engagement with Warwickshire County Council (WCC) and National Highways, modelling of the preferred spatial strategy has been undertaken by transport consultants SLR in partnership with WCC, informing the preparation of both SWLP Publication Version and this IDP Part 2.

At the time of writing no further updates have been made by WCC to its Local Transport Plan. Warwickshire's fourth Local Transport Plan (LTP4)³⁹ was adopted by WCC in July 2023. The Local Transport Plan sets out WCC's overall transport strategy and general policies, through which the county's transport network will be managed and improved.

³⁹ WCC (2023), *A New Local Transport Plan for Warwickshire*. Available at <https://api.warwickshire.gov.uk/documents/WCCC-1980322935-2491> (Accessed 04/09/2024).

The selected spatial growth strategy for South Warwickshire is Sustainable Travel and Economy. This makes transport infrastructure of particular importance given that the co-location of sites with the public transport network through rail and bus stops forms the Sustainable Travel element. Likewise, the connectivity between strategic sites with urban areas, and employment locations to encourage active travel trips has also formed a key part of the strategy. Therefore, ensuring that infrastructure provision matches these principles is vital to ensure that the spatial growth strategy is delivered in the period to 2050 and beyond.

5.1.1 Active Travel

No significant changes to the active travel baseline have been identified since the publication of IDP Part 1. The Warwickshire Cycling and Walking Infrastructure Plan⁴⁰ remains the principal strategy for active travel infrastructure in the county and continues to inform identification of active travel requirements associated with the SWLP spatial strategy. The Part 1 position in respect of physical barriers remains in place, these include the M40, A46, A45, A435, River Avon Crossing Points and the HS2 corridor.

The updated vision for Royal Leamington Spa Town Centre has now been published by the Leamington transformation board.⁴¹ The revised vision encourages healthy place-making and expects that the town centre streets and spaces will become more accessible to all. This means greater street space for cyclists and pedestrians, and measures to encourage walking and cycling which will improve fitness, health and wellbeing. It is recognised that this has the additional benefits of reducing travel demand with an associated deduction in greenhouse gas emissions.

Active travel requirements associated with Strategic Growth Locations and other significant allocations are set out in the Infrastructure Schedule. These will be refined as STA outputs and site-specific access work confirm specific infrastructure requirements and delivery trigger points.

5.1.2 Public Transport

Since the publication of IDP Part 1, WCC has made significant improvements to bus services across the county which commenced in August 2025.⁴² The improvements were funded through £8.76 million in grant funding from the Department for Transport for 2025/26 to 2026/27, allocated in support of the Warwickshire Bus Service Improvement Plan (BSIP)⁴³. This has been directed towards a range of measures. These include bus priority schemes, real time information,

⁴⁰ WCC (2024), *Warwickshire Cycling and Walking Infrastructure Plan*. Available at <https://www.warwickshire.gov.uk/cycling-warwickshire/developing-warwickshires-cycle-network/3> (Accessed 01/09/2024).

⁴¹ Transforming Leamington (2024), *A vision for Royal Leamington Spa Town Centre 2024-2034*. Available at https://transformingleamington.co.uk/wp-content/uploads/2024/10/9349_Leamington-Vision-A4_RevD_161024.pdf (Accessed 26/02/2026).

⁴² Warwickshire County Council (2025), *Major countywide bus service enhancements and new routes coming on Saturday*. Available at: <https://www.warwickshire.gov.uk/news/article/6734/major-countywide-bus-service-enhancements-and-new-routes-coming-on-saturday-august-30> (Accessed 26/02/2026).

⁴³ WCC (2024), *Warwickshire BSIP*. Available at <https://api.warwickshire.gov.uk/documents/WCCC-222510381-336> (Accessed 26/02/26).

improved ticketing, bus stop improvements and marketing. These changes are aimed at reducing journey times and boosting passenger confidence in service provision.

Enhancements of direct relevance to the SWLP area include the rerouting and extension of service 15 to serve Warwick Hospital, Bishops Tachbrook, Lighthorne Heath and the Jaguar Land Rover site at Gaydon, and the introduction of a new Service 14 replacing Service 77d. This will replace Service 15 on the section between Tachbrook Park Drive, Warwick Gates West, Warwick Technology Park and Warwick Bus Station. Several services are being adjusted to provide better access to Warwick Hospital.

These enhancements represent a positive change to the public transport baseline and are particularly relevant to the accessibility of strategic growth locations at Bishops Tachbrook. The BSIP Framework established in LTP4 remains the mechanism through which further improvements will be identified. Public transport requirements associated with new settlements and Strategic Growth Locations are set out in the Infrastructure Delivery Schedule, reflecting the expectation that strategic development will need to contribute to or directly deliver enhanced public transport connectivity as a condition of delivery.

5.1.3 Highways

National Highways have established that their principal interest in relation to the SWLP is the safe and efficient operation of the M40, M42 and A46 corridors, in accordance with DfT Circular 01/2022⁴⁴. This requires National Highways to inform the preparation of the Local Planning Authority infrastructure delivery evidence base, which sets out the expectation that planned growth is deliverable and that the funding, partners and processes are in place to support delivery.

The Preferred Options was supported by the South Warwickshire Local Plan High Level Transport assessment⁴⁵, which served as a starting point for identifying infrastructure needed to support the growth across both districts in the period to 2050. This document carried out an initial evidence review, option identification and sifting exercise. It provided a framework for understanding existing constraints, trip generation, and specific enhancements that would be required to deliver the growth set out in the SWLP Spatial Growth Strategy. The assessment identified some of the key objectives relative to the delivery of infrastructure which have been carried forward into the spatial strategy and the requirements for strategic development including the 20-minute neighbourhood principles, prioritisation of active travel, and ensuring connectivity between homes, jobs and other services. The assessment recognised high levels of car dependency and fragmented active travel networks as key concerns as well as gaps in public transport connectivity between settlements and rural areas.

The Regulation 19 document is supported by an updated Strategic Transport Assessment (STA)⁴⁶, which has been prepared by SLR on behalf of WCC. In addition, SLR have prepared a set of

⁴⁴ Department for Transport (2022), *Strategic road network and the delivery of sustainable development*. Available at <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development#engagement-with-plan-making> (Accessed 26/02/2026).

⁴⁵ Jacobs on behalf of WCC (August 2024), *South Warwickshire Local Plan High Level Transport Assessment*. Available at [SWLP High Level Transport Assessment v9.pdf](#) (Accessed 16/12/2024).

⁴⁶ UPDATE

outputs for the STA for Strategic Growth Locations and New Settlements. The STA and accompanying site-specific outputs provide the principal transport evidence base for the Publication Version of the Local Plan and informed the infrastructure requirements set out in this IDP Part 2 and the accompanying Infrastructure Delivery Schedule. The confirmed junction and network mitigation requirements identified through the STA are included in the IDS as strategic infrastructure requirements. One key outcome from the modelling work has been the identification that many of the improvements required to the M42 and A46 are likely to be required regardless of the overall of growth strategy and so it is key that they are identified within this IDP in support of the spatial growth strategy.

An initial review of access arrangements by SLR and WCC was carried out in February 2026. This established the transport infrastructure assumptions for new settlements and strategic growth locations to be integrated into the wider STA modelling. Using trip rates derived from the High-Level Transport Assessment, site-specific access requirements were defined and applicable infrastructure required to mitigate delivery constraints was identified where applicable. All potential SGLs were categorised by their level of difficulty in terms of their achievability. This ranged from manageable sites, where there are available solutions using existing highway arrangement, through to severely constrained sites, where major upgrades are required to mitigate existing potential risks. The STA highlights several critical infrastructure challenges, most notably the need for a M40 junction to support SG09 and SG10 at Bishop's Tachbrook, and the delivery of the Stratford-upon-Avon Bypass to deliver to Long Marston Airfield (LMA) new settlement. The details of key strategic infrastructure requirements are set out in the Infrastructure Schedule and in the STA.

National Highways have been engaged throughout the preparation of the Regulation-19 STA, including in the review of the modelling scope and methodology established at Preferred Options.

The STA assesses operational performance at relevant Strategic Road Network (SRN) junctions and so input and agreement on an approach with National Highways has played a key role in defining the preferred approach. As noted above the mitigation requirements contained within the STA inform the Infrastructure Delivery Schedule. This ensures that there is a golden thread of engagements with national and regional stakeholders when considering impacts on the SRN. Ongoing engagement with National Highways will continue as the Local Plan progresses to submission, examination and adoption.

As noted above, a long-term strategic element of infrastructure provision within Stratford-Upon-Avon District has been the SSWRR (Stratford-upon-Avon Bypass). The LMA New Settlement was allocated in the Stratford-Upon-Avon Core Strategy 2011-2031⁴⁷ given its capacity to make improvements to the highway's arrangements affecting Stratford-upon-Avon as it would require a supporting relief road to enable highways connectivity to the north of the town. The core strategy was adopted with the understanding from its Transport Assessment that the capacity at LMA would be limited to 400 dwellings in the absence of a relief road.

⁴⁷ Stratford on Avon District Council (2016). Stratford-on-Avon District Core Strategy. Available at: <https://www.stratford.gov.uk/templates/server/document-relay.cfm?doc=173518&name=SDC%20CORE%20STRATEGY%202011%202031%20July%202016.pdf>. (Accessed: 18/03/2026)

The SDC Core Strategy safeguarded a route between the A3400 Shipston Road and B439 Evesham Road. By 2021, it was accepted that the situation at LMA was now proving challenging, following unsuccessful bid to government for funding in 2019. This led to the conclusion that there were no realistic options to fund and deliver the SSWRR at that time.

In February 2026, the Council published the Stratford-upon-Avon Longer Term Highway Capacity Study⁴⁸. This considered a revised western corridor approach to be the most viable approach which would run from the A46/West of Shottery Relief Road in the north to Campden Road in the south, crossing the River Avon and connecting to the B439 Evesham Road. This approach would relieve pressure on the western side of the town, support development at LMA and relieve pressures on the western side of the network. A combined east-west solution was ruled out owing to the significantly higher costs identified and because the western bypass provides more effective mitigation against the impacts of development at Long Marston. Potential costs of the scheme vary on a range of factors. The preferred approach is provision of a single carriageway road (including a Shared Use Path for active travel) and a bridge with sufficient clearance to safeguard restoration of the Honeybourne to Stratford upon Avon rail line for heavy rail. Assuming delivery by 2035, cost estimates for this option vary between £190m to 280m (rounded up to the nearest ten million) depending on allowances for risk.

It is expected that loan/grant funding from national government through Homes England will play a key role in delivering the scheme. Developer contributions through S.106 and or CIL will have a role in repaying the loan.

The indicative timescale for delivery of the road is identified in the Study are as follows:

- 2026–27: Develop options for the northern section; provide evidence for SWLP Regulation 19.
- 2027–28: Option development for full route; SWLP Examination; potential early public engagement.
- 2028–29: Select preferred option; start surveys and preliminary design.
- 2029–30: Complete preliminary design and planning documentation.
- 2030–31: Submit planning application (TCPA or DCO).
- 2031–33: Secure planning consent; complete CPO (if needed); begin detailed design and procurement.
- 2033–35: Construction.
- 2035–36: Open to traffic.

The study also identified options for a delivery vehicle to secure the road. Stratford-on-Avon District Council will continue to engage with relevant stakeholders to deliver the bypass. This will be an area of focus for any future review of the IDP in line with its status as a living document.

⁴⁸ AtkinsRealis (2026). Stratford-Upon-Avon Longer Term Highway Capacity Study. Available at: <https://www.southwarwickshire.org.uk/doc/214308/name/Draft%20Delivery%20Strategy%20and%20Cost%20Refinement.pdf>. (Accessed 18/03/2026)

5.1.4 Rail

In March 2025, Officers at Stratford-on-Avon District Council took papers to Cabinet⁴⁹ setting out the business case for rail connectivity between Stratford-upon-Avon and the Honeybourne corridor. A reinstated rail connection along this corridor would, in principle, enable through services from Stratford-upon-Avon to Oxford, London and the South West region via the North Cotswold Line without relying on connections through Birmingham to the north. This would materially improve the strategic connectivity of the SWLP. This is directly relevant to the infrastructure needs of the local plan given the scale growth proposed in and around Stratford-upon-Avon and the requirement for strategic transport infrastructure to support connectivity across the relatively rural communities of Gloucestershire, Warwickshire and Worcestershire.

The report saw the update to the Strategic Outline Business Case⁵⁰ (SOBC). This examined five shortlisted options for improving rail connectivity between Stratford-upon-Avon and the Honeybourne corridor, ranging from a full heavy rail reinstatement to shuttle services and tram-train solutions. Three of the five options were discounted through the appraisal process, leaving two options in scope for further consideration.

⁴⁹ Stratford District Council (2025), (Public Pack) Agenda Document for the Cabinet, 10/03/2025. Available at <https://democracy.stratford.gov.uk/documents/g6516/Public%20reports%20pack%2010th-Mar-2025%2010.00%20The%20Cabinet.pdf?T=10>. (Accessed 26/02/2026).

⁵⁰ Stantec (2024), *Reopening the Stratford-Upon-Avon to Honeybourne Railway Line. Strategic Outline Business Case*. Available at <https://www.southwarwickshire.org.uk/doc/213558/name/Appendix%201%20Stratford%20Honeybourne%20SOBC%20Refresh%20Study%20FINAL%20v20.pdf> (Accessed 26/02/2026).

Option	Title	2021 SOBC or new?	Brief description
4c	Cross-Stratford tram-train	2021 SOBC	Tram-train serving all or part of the Leamington – Evesham (and potentially Worcester) corridor
5a	Stratford to Honeybourne Junctions link	2021 SOBC	New Stratford to Honeybourne Junctions link facilitating hourly: (i) Stratford – Oxford – London Paddington; (ii) Birmingham Snow Hill – Worcester via Stratford; (iii) Honeybourne – Leamington <i>This was the core scheme bid into the Restoring Your Railway – Ideas Fund in 2021</i>
5b	Stratford South to Honeybourne Junctions link	2021 SOBC	Truncated version of Option 5a, removing the final mile into Stratford. New Stratford South terminus with hourly: (i) Stratford – Oxford – London Paddington; (ii) Birmingham Snow Hill – Stratford South via Worcester and Evesham
5c	Long Marston to Honeybourne shuttle	New	New self-contained rail-based shuttle service operating largely on the existing freight line between Long Marston and Honeybourne, for connection with mainline services
5d	Stratford South to Honeybourne shuttle	New	New self-contained rail-based shuttle between Stratford South, Long Marston and Honeybourne, for connection with mainline services

The two remaining options are Option 4c, a cross-Stratford tram-train operating on both conventional Network Rail infrastructure and on-street, and Option 5a, a full heavy rail link between Stratford and Honeybourne Junctions. Option 5a was the core scheme submitted to the Restoring Your Railway Ideas Fund in 2021 and would enable direct services to Oxford, London Paddington, Birmingham Snow Hill and Worcester. Option 4c would be lower cost but would provide regional connectivity only, requiring interchange for longer distance journeys.

It is recognised by the revised SOBC that a heavy rail link would offer poor value for money, compared to light rail tram or train, however this would offer reduced benefits by offering fewer direct connections. The revised SOBC concludes that the cost-benefit for either option is challenging in isolation and can only be delivered in the context of the scale of proposed housing growth across the Worcester to Leamington spatial arc. This fundamentally strengthens the strategic case for investment in support national government policy in respect to residential development and environmental policy.

For the purposes of the SWLP and this IDP, the Honeybourne rail link is identified as a desirable strategic infrastructure requirement that could directly support the delivery of growth in the Stratford-upon-Avon area in the longer term, including at the Long Marston Airfield new settlement (although development at Long Marston is not contingent on enhancements to the rail network). Enhancement of the rail infrastructure in the sub-region is dependent on the development of the sub-regional Transport Strategy recommended by the revised SOBC and on securing government funding commitments.

In the period since the publication of the IDP Part 1, greater consideration has been given to the implications of the West Midlands Rail Investment Strategy (WMRIS). As identified in the IDP Part 1, the proposals in the West Midlands Rail Investment Strategy include⁵¹:

- A new Warwick University / South Coventry station.
- Support for electrification of the lines from Birmingham Snowhill between Leamington Spa and Stratford.
- Remodelling of Leamington Spa Station.
- Improving network capacity on core rail corridors, including dualling the track between Coventry – Leamington Spa.

The WMRIS is formed by 14 local transport authorities including Warwickshire County Council, alongside the West Midlands Combined Authority. As such, it is able to access funding streams from the WMCA alongside other partners, with additional funding coming from central government.

The WMRIS also identifies strategic improvements to the Leamington Corridor which includes services to London Marylebone and Oxford, via Lemington Spa and to Stratford-on-Avon via Danzey. The proposals include a new Birmingham Moor Street – Oxford service by 2031, a second Birmingham- Whitlocks end- Service. Notably, the WMRE includes its own review for the Stratford-Honeybourne line scheduled for 2040-2050. Proposed investment at Hatton and Bearley is also considered in the period to 2031-2050 as part of service increase proposals.

The West Midlands Combined Authority, as Transport for West Midlands, provided comments to the Preferred Options consultation, with the key implications for infrastructure delivery summarised below:

- They noted the difficulty associated with any new station proposals between Leamington Spa and Banbury as being significant, given the limited strategic, economic or business case for stopping services at a new local station. Additional stations and stops would risk impacts the long-distance punctuality of trains. This applies to Cross Country Trains passing through between Manchester, Bournemouth, Reading and Newcastle.
- In relation to Long Marston Airfield, any reopening of the railway between Honeybourne and Stratford requires an affordable solution to reinstating the line to Stratford, which would be dependent on unfunded upgrades to the North Cotswold Line between Oxford, Honeybourne and Worcester.
- The cost of new stations in the West Midlands Combined Authority Area of £20-£30 million for the construction of basic new stations suggests that it is highly unlikely that there would be a positive strategic, transport, economic or business case for a new local station south of Leamington Spa.
- There is an aspiration via the West Midlands Rail Investment Strategy to restore direct services between Stratford-upon-Avon and London, but these services are likely to replicate the capacity constraints for additional stops identified on the existing Chiltern and Cross-Country Services in terms of local station calls south of Leamington.

⁵¹ West Midlands Rail Executive (2023) *West Midlands Rail Investment Strategy 2022-2050*. Available at: <https://wmre.org.uk/media/aryjxnga/wmre-investment-strategy-and-summary-final.pdf> (Accessed 14/10/2024)

The response confirmed the aspiration for service provision by 2040 for rail services through South Warwickshire on the following routes:

- Birmingham – Stratford via Shirley
 - 2 trains per hour local stopping services to Whitlock End
 - 1 train per hour stopping service to Stratford
 - 1 train per hour semi-fast service to Stratford (limited stop south of Whitlocks End)
- Birmingham – Leamington Spa/Stratford via Solihull
 - 1 train per hour stopping service to Leamington Spa
 - 1 train per hour stopping service to Stratford
 - 2 trains per hour local stopping service to Dorridge
 - 2 trains per hour fast service to London Marylebone
 - 1 train per hour stopping service from Stratford to Leamington (noting aspirations to extend to either London, Nuneaton or Oxford)
 - 2 trains per hour fast service to Oxford (dependent on doubling part of Leamington – Coventry Line, upgrade of Birmingham – Solihull route and Midlands Rail Hub)

5.1.5 Freight

No material changes to the baseline regarding Freight have been identified since the publication of the IDP Part 1. Freight and logistics considerations in relation to the SRN particularly the implications on the M40, M42 and A46 Corridors are addressed through the STA and are reflected in the Infrastructure Delivery Schedule where mitigation requirements have been identified.

5.1.6 Aviation

No material changes to the baseline regarding have been identified since the publication of the IDP Part 1. The baseline position regarding the two aviation facilities in the SWLP area set out in Part 1 also remains unchanged.

Wellesbourne Mountford Airfield is allocated in the Publication Version of the SWLP as SG16: South of Wellesbourne for a minimum of 62 hectares of employment land. This is contingent on any future proposals demonstrating that they will not impact on the viability of the operational airfield reflecting its role as an aviation hub for private aircraft usage. The infrastructure implications of this allocation are addressed through the relevant site-specific policy of the local plan and are reflected in the Infrastructure Delivery Schedule.

The General Aviation and Awareness Council provided comments to the Preferred Options Consultation noting the importance of the continued use of Wellesbourne Airfield for General Aviation, and its important subregional role in providing alternative connectivity beyond the standard road and rail transport network. This view was also supported by representatives of Wellesbourne Airfield itself. Wellesbourne Airfield will act as a Major Investment Site for the purposes of the South Warwickshire Local Plan.

Coventry airport is still allocated in the SWLP as SG03: South of Coventry, reflecting the outline planning permission to be developed as a giga factory that was granted in 2022⁵² to manufacture

⁵² Warwick District Council (2022), *Decision Notice*. Available at <https://planningdocuments.warwickdc.gov.uk/online->

batters for electric vehicles and other applications at scale. The continued operation of the Warwickshire and Northamptonshire Air Ambulance and Children's air ambulance remain considerations in terms of future infrastructure arising from this permission. There is an opportunity for some uses to relocate to Wellesbourne Mountford Airfield, helping to consolidate its future as a key component of transport infrastructure in the SWLP area.

5.2 Education

This section provides an update to section 4.2 of the IDP Part 1 and should be read in conjunction with it.

The development of the spatial growth strategy which forms the Regulation 19 version of the local plan has been informed by engagement with Warwickshire County Council Strategic Planning team, in order to ensure that appropriate consideration has been given to existing capacity in local schools, potential for expansion of existing facilities and the feasibility of providing new schools as part of development proposals. At Preferred Options, WCC provided extensive feedback considering each of the potential strategic growth locations and new settlements, identifying where primary and secondary capacity currently exists, or where new facilities would need to be provided. As the situation with education provision is inherently fluid and evolving, due to current commitments and new planning applications, the Councils continue to engage with WCC to ensure that there will be appropriate arrangements to support the level of growth associated with the South Warwickshire Local Plan.

An update to the education funding baseline has occurred since the publication of IDP Part 1. The Department for Education has confirmed that Warwickshire County Council will receive no basic capital funding in 2025/2026, 2026/27 or 2027/28. WCC's Annual Education Sufficiency Update⁵³, endorsed by its cabinet in December 2025, identified the estimated cost of delivery required school places over the medium term of £135.2 million against available funding of £122.6 million, leaving an identified funding shortfall of £12.6 million by 2031/32. This underlines the importance of securing developer contributions through the Local Plan process in relevant locations and reinforces the need for the SWLP and IDS to accurately reflect education requirements associated within each strategic allocation.

The WCC Children & Young People Overview and Scrutiny committee called in the endorsement of the Annual Education Sufficiency Update 2025/2026. This call in was based on the following concerns regarding the methodology, which has implications for the future calculation of educational needs and supporting infrastructure to deliver the South Warwickshire Local Plan:

- There was considered to be serious risk of overprovision undermining viability of some existing primary schools. The strategy considers that the underlying reduction in population shown by NHS data of around 10% to be offset by the impact of new housing. Reduction in net migration has not been considered or the slowing housing market.

[applications/files/B0945E07001105EC84897263094295E5/pdf/W_21_1370-Decision_Notice_or_Letter-1541033.pdf](#) (Accessed 26/02/2026).

⁵³ Warwickshire County Council (2025), Annual Education Sufficiency Update. Available at: <https://democracy.warwickshire.gov.uk/documents/s46714/Appendix%201%20-%20Annual%20Education%20Sufficiency%20Update.pdf> (Accessed 26/02/2026).

- There needs to be sensitivity analysis for low net migration and lower house build in Warwickshire.

The committee resolved not to overturn the decision, and the Annual Education Sufficiency Update 2025/26 remains the latest evidence available. However, it is expected that future editions will have a revised approach to local forecasting, with potentially reevaluated planning areas, in particular at the secondary level.

High Needs Capital Funding of £6.184 million has been allocated to WCC for 2025/26 to support provision for children and young people with Special Educational Needs and Disabilities, in addition to £7.533 million received for 2023/24 and £2.028 million for 2024/25.

5.2.1 Early Years and Childcare Provision

The extension of childcare entitlements has continued to drive demand for early years places across Warwickshire, including the administrative area of the South Warwickshire Councils. From September 2025, the 30-hour entitlement for children came into force alongside the wider national legislation which came forward in 2024.⁵⁴ Tables 5.1 and 5.2 update table 4.2 and table 4.3 from IDP Part 1. They provide updated surplus/deficit figures by planning areas from appendix 1 of the Annual Education Sufficiency Update.⁵⁵

Table 5-1 Childcare place in Stratford-upon-Avon District

ESEC Planning Area	Capacity 2025	Surplus 25/26	Surplus as a % of capacity	Surplus 29/30	Surplus as a % of capacity
Alcester	588	149	25.3	136	23.1
Clopton	741	93	12.6	75	10.1
Lighthorne	409	76	18.6	66	16.1
Shipston	521	110	21.1	98	18.8
Southam	738	157	21.3	140	19.0
Stratford	820	263	23.1	247	30.1
Studley	632	132	20.9	118	18.7
Wellesbourne	555	78	14.1	64	11.5
Total	5,004	1,058	21.1	944	18.9

Table 5-2 Childcare places in Warwick District

ESEC Planning Area	Capacity 2025	Surplus 25/26	Surplus as a % of capacity	Surplus 29/30	Surplus as a % of capacity
Kenilworth	1,019	405	39.7	419	41.1
Kingsway	1,046	202	19.3	221	21.1
Lillington	960	150	15.6	168	17.5
Newburgh	506	169	33.4	176	34.8

⁵⁴ Department for Education (2024), *Statutory Guidance, Early Education and Childcare*. Available at <https://www.gov.uk/government/publications/early-education-and-childcare--2/early-education-and-childcare-applies-from-1-april-2024> (Accessed 26/02/2026).

⁵⁵ Warwickshire County Council Education Services (2026). *Annual Education Sufficiency Update Ages 0-25*. Available at <https://democracy.warwickshire.gov.uk/documents/s46715/Appendix%20%20-%20Annual%20Education%20Sufficiency%20Update%20Appendices.pdf> (Accessed 26/02/2026).

ESEC Planning Area	Capacity 2025	Surplus 25/26	Surplus as a % of capacity	Surplus 29/30	Surplus as a % of capacity
St John's	825	193	23.4	207	25.1
Sydenham	337	29	8.6	36	10.7
Warwick	330	49	14.8	55	16.7
Westgate	743	125	16.8	139	18.7
Whitnash	395	36	9.1	44	11.1
Total	6,161	1,358	22.0	1,465	23.8

Between 2023 and 2025, the recorded capacity in almost every planning area has reduced. In Stratford-on-Avon District capacity has most notably dropped in Stratford-upon-Avon itself, from 2,121 to 820 places. In Wellesbourne, capacity has dropped from 1,343 to 555. In Warwick District, capacity has dropped in Kingsway from 1,735 to 1,046. Capacity in Lillington has dropped from 1,794 to 960. Despite this reduction in total capacity, the surplus as a percentage of capacity has generally increased. This indicates that while there are fewer total places available, projected demand has dropped, reflecting wider population changes. This is particularly notable in Alcester, Stratford and Kenilworth. An exception to this trend can be observed in Whitnash, where the number of places and the surplus have both dropped.

The updated WCC Annual Education Sufficiency Report confirms that in both districts there is sufficient capacity to provide early years and childcare to all that require it.

5.2.2 Primary Education

The 2026 Sufficiency report has provided an update regarding the position for primary schools in both areas. **Appendix A** also provides an updated regarding secondary school capacity in the South Warwickshire Area, using the latest data from the Department of Education and Warwickshire County Council.⁵⁶

The 2026 WCC Annual Education Sufficiency Update,⁵⁷ confirmed that for the Warwick District Area (Warwick and Central Warwickshire) there is still pressure on the Kenilworth and South of Leamington areas. In the South of Leamington area there has been some relief to the situation through the opening Myton Gardens in 2025. This has a final capacity of 420 places. However, there is still pressure for places. In Kenilworth, St John's Primary school has been expanded by one form of entry. Napton and Radford Semele face some pressure, but this is mitigated by neighbouring area surplus.

In Stratford-on-Avon District, the Kineton Planning area is the key pressure point, with expansion and relocation of the Lighthorne Heath Primary school planned in line with new housing development. This will involve increasing the capacity to two forms of entry from Autumn 2027. Quinton is also facing pressure, though Tudor Grange Academy in Meon Vale has now reached an operational capacity of 270 in September 2025, with 2FE taken in Reception 2024. This will relieve

⁵⁶ Department for Education (2026), *School Capacity in England: Academic Year 2024 to 2025*. Available at <https://www.gov.uk/government/statistics/announcements/school-capacity-in-england-academic-year-2024-to-2025> (Accessed 04/03/2026).

⁵⁷ Warwickshire County Council Education Services (2026), *Annual Education Sufficiency Update Ages 0-25*. Available at <https://democracy.warwickshire.gov.uk/documents/s46714/Appendix%201%20-%20Annual%20Education%20Sufficiency%20Update.pdf> (Accessed 26/02/2026).

the pressure on places as the school increases to full capacity. The Compton and Brailes planning area is forecasting some pressure.

Several planning areas of Stratford-on-Avon District are operating with relatively low pupil numbers with associated financial pressures. These are Stratford Rural, the Dasset, Henley and Tysoe. Some of these are designated rural school areas where there is a presumption against closure. They are also in receipt of sparsity funding, provided by the government, to support continued provision.

5.2.3 Secondary Education

The 2026 Sufficiency report has provided an update regarding the position for secondary schools in both areas. **Appendix A** provides an update to Appendix A of the IDP Part 1, using the latest data from the Department of Education and Warwickshire County Council.⁵⁸

There have only been minor changes regarding secondary provision in Warwick District. As noted in the IDP Part 1, Oakley School in Warwick opened its secondary phase in 2023 with an initial intake of 180 at year 7 only. It continues to build out incrementally alongside development at the Asps, with existing schools absorbing short term pressure in higher year groups. Notably, Kenilworth is now only forecasting a small deficit of available places in all year groups reflecting its expansion onto a new school site which increased their PAN to 330 from September 2024. This reflects an improved position relative to the IDP Part 1 which reflected the significant deficit seen in the Annual Education Sufficiency Update 2023.

In Stratford District, Shipston High School has now completed its planned expansion providing 150 additional places, but further expansion may be required to accommodate future growth. Stratford Upon Avon School's expansion has also completed, delivering 350 additional places and reducing pressure in the planning area to low numbers during the forecast period. A new secondary school has opened in Worcestershire near the Alcester and Studley planning area, which may free up capacity for Warwickshire residents by absorbing some of the cross-border demand that has historically placed pressure on schools in this area.

Kineton represents an area where pressure has worsened, with the forecast deficit now projected to reach 39 places by 2029/30 because of housing build-out in the local area. Kineton School has been identified for future expansion to accommodate increased demand from Gaydon Lighthorne Heath. Warwickshire County Council continues to work positively with grammar schools in the area to improve the accessibility of grammar schools to local pupils where possible. New secondary provision is planned within Stratford on Avon District to accommodate need for school places associated with recent growth and further growth associated with the SWLP.

5.2.4 Special Education Needs and Disabilities

There have been significant changes to the provision of places in the period since the IDP Part 1. Four new Specialist Resourced Provisions (SRPs) have opened in 2025, Myton Gardens Primary School (C&I) 14 places in Warwick, St John's Primary School (SEMH) 8 places in Kenilworth and

⁵⁸ Department for Education (2026), School Capacity in England: Academic Year 2024 to 2025. Available at <https://www.gov.uk/government/statistics/announcements/school-capacity-in-england-academic-year-2024-to-2025> (Accessed 04/03/2026).

Oakley Primary (SEMH) 8 places in Leamington. It is recognised that there remains a need for additional specialist provision, with options for additional resource in the area being explored.

Additionally in Stratford Upon Avon District, three new Specialist Resourced Provisions have opened in 2025, Thomas Jolyffe Primary School (C&I) 8 places in Stratford, Dunnington Primary School (SEMH) in Alcester and Studley St Mary’s Academy (Junior) (C&I) 8 places in Studley. Welcombe Hills Special School created an additional three places for September 2025. WCC is currently exploring options with Welcombe Hills to add a further 20 places. It is also recognised that across SDC, there is the need for additional specialist provision at primary and secondary phases, options for this will be explored.

In February 2026,⁵⁹ the government announced a legal requirement for schools to create an Individual Support Plan (ISP) for all children with Special Education Needs. This is expected to lead to greater focus by the government on SEND provision through existing primary and secondary schools rather than privately-ran specialist schools.

5.2.5 Post 16 Provision

There have been limited changes to the baseline regarding post-16 provision beyond variation in pupil numbers. As noted above changes in planned SEND Provision will also affect post-16 provision with greater focus on provision at existing mainstream schools rather than private institutions. The Annual Education Sufficiency Update indicates the following capacities provided in Table 5-3 Warwick District 6th Form Capacity and Table 5-4 Stratford Upon Avon District 6th Form Capacity below.

Table 5-3 Warwick District 6th Form Capacity

6 th Form	Capacity 2024/25	Surplus 2024/25
Aylesford School and Sixth Form College	300	282
Aylesford School and Sixth Form College	250	71
Campion School	100	201
Kenilworth School and Sixth Form	490	488
North Leamington School	300	278
Trinity Catholic School	120	39
Myton School	385	382

Table 5-4 Stratford Upon Avon District 6th Form Capacity

6 th Form	Capacity 2024/25	Surplus 25/25
Stratford Girls Grammer School	250	231

⁵⁹ Department for Education (2026), *Every child achieving and thriving*. Available at <https://www.gov.uk/government/publications/every-child-achieving-and-thriving/every-child-achieving-and-thriving-html-version#technical-annex-our-aspiration-for-everychild> (Accessed 04/03/2026).

6 th Form	Capacity 2024/25	Surplus 25/25
Kineton High School	190	148
Stratford-Upon-Avon School	300	268
King Edward VI School	390	268
St Benedict's Catholic High School	200	56
Alcester Grammer School	540	54

5.3 Healthcare

This section provides an update to section 4.4 of the IDP Part 1 and should be read in conjunction with it. This section considers how the situation regarding primary, secondary and social care has changed, and contains any updates that have been provided through further engagement with the Integrated Care Board (ICB) and South Warwickshire NHS Foundation Trust (SWFT) following the SWLP Preferred Options Consultation.

As noted in the IDP Part 1, the focus of this IDP is on primary and secondary care, however tertiary care (highly specialist treatment) and community health are also important parts of the NHS ecosystem. It is important to note that providers do not operate in isolation. The 'left shift' is an important concept in strategic healthcare planning. The term comes from the practice of starting from the 'left' side on process charts/timelines to represent the beginning of a process, working towards the 'right' side which signifies the end. In the healthcare context, left shift means moving care resources and activity away from treatment in hospitals (the 'right' side of the system) towards provision closer to home, delivered by community and primary care and wider system partners (the 'left' side of the system)⁶⁰. The aim is to shift focus towards prevention and early intervention, resolving issues before they require hospital-level care.

Lord Darzi carried out an independent investigation into the state of the NHS in 2024. This investigation concluded that limited progress has been made towards the left shift since the NHS first committed to this change in 2006. The report noted a continuing 'right drift' in resources due to the monitoring regime focusing on hospital waiting times rather than performance of primary, community, and mental health services.⁶¹ The below chart from the report demonstrates this drift. The government's *10 Year Health Plan for England* responds to these findings with proposals for shifting the pattern of health spending towards out-of-hospital care, improving digital accessibility of health records, and investing in prevention.⁶²

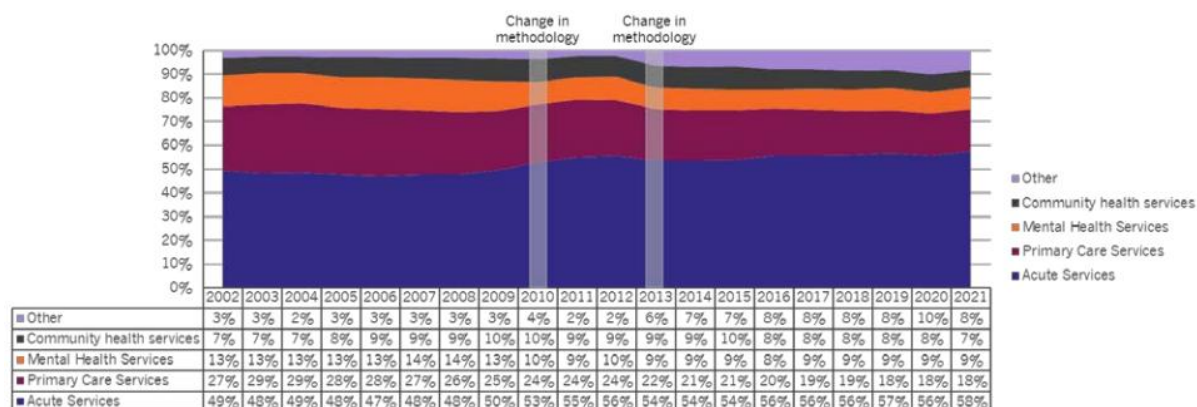
⁶⁰ NHS Confederation (2025), *Is the left shift mission impossible?* Available at

<https://www.nhsconfed.org/long-reads/left-shift-mission-impossible> (Accessed 19/12/2025).

⁶¹ Lord Darzi (2024), *Independent Investigation of the National Health Service in England*. Available at <https://assets.publishing.service.gov.uk/media/66f42ae630536cb92748271f/Lord-Darzi-Independent-Investigation-of-the-National-Health-Service-in-England-Updated-25-September.pdf> (Accessed 19/12/2025).

⁶² UK Government (2025), *Fit for the Future 10 Year Health Plan for England: Executive Summary*. Available at <https://assets.publishing.service.gov.uk/media/6888a0996478525675738f3a/fit-for-the-future-10-year-health-plan-for-england-executive-summary.pdf> (Accessed 19/12/2025).

Estimation of NHS group spend by healthcare service



The NHS Confederation outlines five key principles central to successful implementation of left shift:⁶³

- **A strong role for systems:** in many areas where successful left shift projects have been delivered the ICB was a driving force. There are also examples of acute trusts acting as a key convenor bringing stakeholders together – for instance through incorporating adult social care and primary care networks into new hospital developments and extensions.
- **Clinical and managerial alignment:** a clear strategy and early focus on consensus-building is important for ensuring all stakeholders can contribute.
- **Responsible, flexible financing:** financial flows, payment mechanisms, and property asset accounting practices often do not incentivise different parts of the NHS to integrate. Without imaginative leadership it can currently be difficult to access funding pots or demonstrate immediate returns.
- **Patient-centred service design:** the left shift model can deliver cost savings, particularly in the longer-term, but a primary focus on empowering patients and improving their outcomes is central to successful schemes.
- **Measuring what has changed:** development of metrics is important to demonstrate and justify the shift. As acute trusts are often financially dominant partners, tools that capture the number of bed-days saved by left-shifting are often key.

The draft list of Strategic Growth Locations, New Settlements and Non-Strategic Sites was shared with the Coventry and Warwickshire Integrated Care Board, during the definition of the preferred growth strategy. The ICB stated that their preferred planning assumption is for a shared public estate model wherever possible, for both strategic and non-strategic sites. This means ensuring the co-location of integrated provision of community-based healthcare with primary healthcare. In response to feedback from the SWFT, the SWLP and IDP adopt the term ‘healthcare facility’ to capture a broader clinical provision that could include:

- Primary Care
- Community Services
- Outpatient Services

⁶³ NHS Confederation (2025), *Is the left shift mission impossible?* Available at <https://www.nhsconfed.org/long-reads/left-shift-mission-impossible> (Accessed 19/12/2025).

- Mental Health and wellbeing support
- Diagnostics
- Preventative Services
- Health and wellbeing provision
- Flexible clinical and non-clinical space adaptable over time.

This approach reflects the direction of travel in national strategy, reflecting the emphasis placed in the NHS 10-year plan on shifting care into the community, as set out by Lord Darzi. These infrastructure requirements have been included in site-specific infrastructure schedules were identified to ensure appropriate provision in the plan period. The councils continue to work positively with the ICP in order to identify where improvements need to be made to acute hospital services in addition to this on-site provision.

5.3.1 Primary Healthcare

The number of GP practices in South Warwickshire remains unchanged at 32. The average fully qualified GP to patient ratio in England was 2,214 in January 2026, a slight improvement compared to the figure of 2,293 when the IDP Part 1 was published.⁶⁴ Table 5-5 below shows that eleven of the GP practices listed (shown in red) have a ratio higher than the national average. Twenty-one of the GP practices listed (shown in green) have a ratio lower than the national average.

This data suggests that South Warwickshire generally has more GP capacity than the national average. The data differs only slightly from the publication of the IDP Part 1, when twelve of the practices had a higher ratio than the national average and twenty had a lower ratio than the national average.

⁶⁴ British Medical Association (2026), *Pressures in General Practice Data Analysis*. Available at: <https://www.bma.org.uk/advice-and-support/nhs-delivery-and-workforce/pressures/pressures-in-general-practice-data-analysis> (Accessed 06/03/2026).

Table 5-5 GP practices in South Warwickshire Area with data for patient numbers, and number of GPs (as of January 2026)⁶⁵

Practice Name	Primary Care Network	Patients	GPs (FTE)	Patient to GP Ratio
Alcester Health Centre	Arden	6,038	2.13	2830.31
Arrow Surgery (The)	Arden	6,788	3.21	2112.45
Budbrooke Medical Centre	Arden	6,694	2.35	2852.56
Henley-in-Arden Medical Centre	Arden	6,572	4.04	1626.73
Lapworth Surgery	Arden	2,975	2.00	1487.50
Pool Medical Centre	Arden	8,300	3.53	2354.39
Tanworth-in-Arden Medical Centre	Arden	5,366	3.09	1734.70
Hastings House Medical Centre	Dene & Stour Valleys	13,322	7.99	1668.03
Meon Medical Centre	Dene & Stour Valleys	7,065	4.13	1709.27
Shipston Medical Centre	Dene & Stour Valleys	11,996	7.16	1675.42
Abbey Medical Centre	Kenilworth & Warwick	15,891	5.15	3087.63
Avonside Health Centre	Kenilworth & Warwick	10,474	6.95	1506.33
Castle Medical Centre (The)	Kenilworth & Warwick	12,802	6.82	1876.39
Chase Meadow Health Centre	Kenilworth & Warwick	7,427	4.64	1600.65
Priory Medical Centre	Kenilworth & Warwick	18,843	9.77	1928.00
Clarendon Lodge Medical Centre	Leamington North	14,511	6.82	2127.71
Valley Road Medical Practice, Lillington Health Hub	Leamington North	8,071	3.64	2217.31
Sherbourne Medical Centre	Leamington North	10,416	5.01	2077.66

⁶⁵ British Medical Association (2026), *Pressures in General Practice Data Analysis*. Available at: <https://www.bma.org.uk/advice-and-support/nhs-delivery-and-workforce/pressures/pressures-in-general-practice-data-analysis> (Accessed 06/03/2026).

Practice Name	Primary Care Network	Patients	GPs (FTE)	Patient to GP Ratio
Waterside Medical Centre	Leamington North	14,791	6.07	2438.08
Croft Medical Centre	Leamington South	14,694	6.98	2106.04
Spa Medical Centre	Leamington South	3,670	2.00	1835.00
Warwick Gates Family Health Centre	Leamington South	12,538	4.59	2733.58
Whitnash Medical Centre	Leamington South	7,003	2.08	3366.83
Bidford Health Centre	Stratford Central	14,303	5.68	2518.13
Bridge House Medical Centre	Stratford Central	9,383	6.93	1353.32
Rother House Medical Centre	Stratford Central	17,121	10.53	1626.32
Trinity Court Surgery	Stratford Central	21,456	8.43	2546.20
Fenny Compton Surgery	Warwickshire East	5,235	3.67	1427.73
Harbury Surgery	Warwickshire East	5,762	3.20	1800.63
Southam Surgery	Warwickshire East	7,153	4.36	1640.60
St Wulfstan Surgery	Warwickshire East	11,967	7.10	1685.81
Vale of Red Horse (Kineton & Tysoe Surgery)	Warwickshire East	7,564	2.59	2924.23

Table 5-6 below shows results from the 2025 GP Patient Survey. These figures demonstrate that local PCNs are generally outperforming the national average on key statistics.

Table 5-6 GP Patient Survey results 2025 ⁶⁶

Primary Care Network	Knew next step after contacting GP practice	Confidence and trust in healthcare professional at last appointment	Ease of contacting GP practice on the phone	Overall experience of contacting GP practice	Overall experience of GP practice
Arden	94%	97%	90%	90%	92%
Dene & Stour Valleys	93%	97%	72%	90%	90%
Kenilworth & Warwick	88%	95%	55%	74%	81%

⁶⁶ Ipsos (2026), *GP Patient Surveys*. Available at: <https://www.gp-patient.co.uk/latest-survey-results-materials> (Accessed 06/03/2026).

Primary Care Network	Knew next step after contacting GP practice	Confidence and trust in healthcare professional at last appointment	Ease of contacting GP practice on the phone	Overall experience of contacting GP practice	Overall experience of GP practice
Leamington North	90%	92%	64%	80%	81%
Leamington South	83%	93%	60%	71%	77%
Stratford Central	89%	95%	72%	84%	89%
Warwickshire East	93%	97%	87%	92%	93%
National average	83%	93%	53%	70%	75%

In their consultation response to the SWLP Preferred Options consultation, the ICB noted capacity constraints across primary care delivery sites. They therefore emphasise the importance of including primary care infrastructure in Section 106/Community Infrastructure Levy funding mechanisms. They expressed support for focusing growth on existing settlements to facilitate sustainable growth in primary care infrastructure through economies of scale. They also welcomed the focus on new settlements as these may be of sufficient scale to enable viable primary care delivery sites. The ICB also emphasised the importance of community facilities such as local shops, meeting place/village halls, medical facilities, sports venues, pubs, and places of worship for promoting healthy and inclusive communities.⁶⁷

5.3.2 Secondary Healthcare

The SWFT provides hospital services for South Warwickshire as well as out-of-hospital community services for the whole of Warwickshire. SWFT's performance against key performance indicators that impact on patient experience is outlined in Table 5-7 below. In their consultation response to the SWLP Preferred Options consultation, SWFT notes that the proposed volumes of housing in the SWLP area will place significant burden on already-pressured healthcare services. They therefore state that there are likely to be additional needs for acute and community health facilities in the coming years and that sufficient infrastructure contributions will be required to ensure these demands can be managed in an appropriate setting.⁶⁸

⁶⁷ Coventry and Warwickshire ICB (2025), *Response to South Warwickshire Local Plan Preferred Options Consultation*. Available at: <https://southwarwickshire.oc2.uk/readdoc/148/searchrepresentations/23403> (Accessed 06/03/2026).

⁶⁸ South Warwickshire Foundation Trust (2025), *Response to South Warwickshire Local Plan Preferred Options Consultation*. Available at: <https://southwarwickshire.oc2.uk/readdoc/148/searchrepresentations/4614> (Accessed 09/03/2026).

Table 5-7 Key Performance Indicators for South Warwickshire University NHS Foundation Trust ⁶⁹

◆ Key Performance Indicator	◆ Period	Target	🏆
C.difficile cases per 100k bed days (Hospital Onset)	Nov 25	13.00	13.83
Cancer - Patients treated within 62 of referral	Dec 25	75.00%	62.17%
Cancer - Urgent referrals diagnosis within 4 weeks	Dec 25	80.0%	77.7%
Community - Urgent response 2 hours performance	Dec 25	70.00%	87.29%
ED - Attendances managed within 4 hours	Jan 26	78.00%	68.39%
ED - Attendances over 12 hours in department	Jan 26	-	8.3%
Friends & Family A&E Score	Dec 25	85%	88%
Friends & Family Community Score	Dec 25	95%	99%
Friends & Family Inpatient Score	Dec 25	95.00%	97.22%
Friends & Family Outpatient Score	Dec 25	95%	99%
MRSA cases per 100k bed days (Hospital Onset)	Nov 25	-	0.00
RTT - Patients waiting 18 weeks or less	Dec 25	-	65.40%
RTT 52 Week Breach	Dec 25	0	380
RTT 65 Week Breach	Dec 25	-	0

5.3.3 Adult Social Care

The Warwickshire Adult Social Care Strategy 2025-2030 was published in May 2025. According to December 2024 activity data, 42.2% of the 7,760 people being supported by the service lived in the South Warwickshire area. Across Warwickshire, the Strategy projected that residents aged 75+ would increase by 30% by 2030 compared to the figure for 2020. The amount spent on Adult Social Care had risen by 53% within a five-year period, with a forecast spend of £227.1m for 2024/25. Since 2018/19, the number of people supported by Warwickshire County Council had risen by 13.1%. The largest increase in the population with support needs was for mental health with a 31.5% increase, followed by 18% for older people, 4% for learning disabilities, and 3.5% for physical disabilities. Turnover and recruitment continue to be issues within the sector and inflationary pressures have led to increasing operational costs and a rising cost of care.⁷⁰

The Market Position Statements referred to in IDP Part 1 remain the most recent published versions. These summarise supply and demand in the local area and indicate the intended strategic direction of Adult Social Care in Warwickshire. The County Council's response to the South Warwickshire Local Plan Preferred Options Consultation identifies a gap of 609 Extra Care Housing Units in South Warwickshire and identifies a shortage of individual placements for adults with physical disability, learning disability, neurodiversity and Mental Health needs who cannot or do not want to live in wider specialised schemes. WCC suggest that a similar approach to care

⁶⁹ South Warwickshire University NHS Foundation Trust (2026), *Performance and Staffing*. Available at: <https://www.swft.nhs.uk/about-us/performance-and-staffing> (Accessed 06/03/2026).

⁷⁰ Warwickshire County Council (2025), *Warwickshire Adult Social Care Strategy 2025-2030*. Available at: <https://www.warwickshire.gov.uk/adults-social-care/warwickshire-adult-social-care-strategy-2025-2030> (Accessed 09/03/2026).

and community infrastructure could be adopted to that currently applied for areas such as education. This would ensure care and community infrastructure are properly phased and provided as soon as development can sustain this function. They would like to explore the possibility of land safeguarding and developer contributions for care infrastructure.⁷¹

5.4 Emergency Services

This section provides an update to section 4.4 of the IDP Part 1 and should be read in conjunction with it.

Since the publication of the IDP Part 1, there have been no fundamental changes to the structure or geographic coverage of emergency services in the SWLP area. The strategic challenges identified in the IDP Part 1, most notably population growth increasing demand on services and ongoing financial constraints across all three agencies, remain key issues for consideration. Funding opportunities to address infrastructure pressures arising from new development will continue to be explored through developer contributions where appropriate.

On a national level, the incumbent Government has proposed a set of wide-ranging reforms to the geographical structure of police forces in England, in a White Paper published in 2026⁷². This proposes a major restructuring of the police services into fewer, larger forces, and the abolition of the role of police and crime commissioner, which would bring police forces back under the remit of the Home Secretary. This restructuring may have implications for service delivery during the plan period of the SWLP.

The implications of the growth strategy for emergency services infrastructure, including the potential need for developer contributions, continue to apply as set out in the IDP Part 1 and are not expected to change materially. All emergency services are able to receive funding through S106 agreements and the Community Infrastructure Levy⁷³, however at the last national survey the combined S106 monies received in the period 1990 to 2022 was £25.4 million, whilst CIL monies amounted to £1.5 million over 12 years. At the national level, there is pressure for an increase in the amounts with a clearer approach to ensure that emergency services receive funds associated with housing growth.

No responses were received from any of the emergency services as part of the Preferred Options consultation. Further engagement will be carried out following the Regulation 19 consultation to establish whether any dedicated infrastructure needs are to be considered in connection with proposed allocations.

⁷¹ Warwickshire County Council (2025), *Response to South Warwickshire Local Plan Preferred Options Consultation*. Available at <https://southwarwickshire.oc2.uk/readdoc/148/searchrepresentations/18640> (Accessed 09/03/2026).

⁷² Home Office (2026), *From National to Local: A new model for policing*. Available at <https://www.gov.uk/government/publications/from-local-to-national-a-new-model-for-policing> (Accessed 05/03/2026).

⁷³ National Polices Estates Group, Association of Police and Crime Commissioners & National Police Chiefs Council. (2025). *Research Study – What Infrastructure Mitigation has the Police Service Received from S106 Agreements and the Community Infrastructure Levy*. Available at: <https://www.apccs.police.uk/wp-content/uploads/2025/03/Briefing-S106-and-CIL-Research-Study.pdf>. (Accessed: 31/03/2026)

The remainder of section 5.4 sets out changes that have occurred for each service where new information is available.

5.4.1 Policing

The Home Office provided update statistics on police workforce numbers as of 30 September 2025.⁷⁴ The data for South Warwickshire is shown in Table 5-5 below.

Table 5-5 Police Resourcing in South Warwickshire

Type of Staff	Number
Police Officers	1,131
Police Staff	838
Police Community Support Officers (PCSOs)	81

Warwickshire Police received an updated Police Efficiency, Effectiveness and Legitimacy Assessment for the period 2023-2025.⁷⁵ This updated assessment found the police force to be ‘good’ in the following areas: Recording data about crime; Preventing and deterring crime and antisocial behaviour and reducing vulnerability. The updated assessment found the police force to be ‘adequate’ in the following areas: Police powers and treating the public fairly and respectfully; Investigating crime; Managing offenders and suspects. The updated assessment found the police force to be inadequate in the following areas: Responding to the public. The updated assessment found the police force to require improvement in the following areas: Protecting vulnerable people; Building, supporting and protecting the workforce; Leadership and force management.

Warwickshire Police have published a new Police and Crime Plan for the period 2025-29⁷⁶. The updated plan sets out three strategic priorities: To strengthen policing; To safeguard people; and to protect communities. The report sets an updated funding position and notes that the police budget is currently funded from:

- Central Government Grants: £67,988 million (51%);
- Reserved: £0.629 million (<1%);
- Council Tax Contributions: 64,527 million (48%);

⁷⁴ Home Office (2026), *Police workforce, England and Wales: 30 September 2025*. Available at <https://www.gov.uk/government/statistics/police-workforce-england-and-wales-30-september-2025> (Accessed 05/03/2026).

⁷⁵ His Majesty’s Inspectorate of Constabulary and Fire & Rescue Services (2025), *Policy Effectiveness, Efficiency and Legitimacy Assessment*. Available at <https://hmicfrs.justiceinspectors.gov.uk/peel-reports-year/2023-25/> (Accessed 05/03/2026).

⁷⁶ Warwickshire Police and Crime Commissioner (2025). *A Safer Warwickshire for all: Warwickshire Police and Crime Plan 2025-2029*. Available at https://www.warwickshire-pcc.gov.uk/wp-content/uploads/2025/02/PCCW-Crime-Plan-2025-29_web_final.pdf (Accessed 05/03/2026).

As the force is funded in part through council tax payments, there will be a clear benefit from delivery of c.38,000 additional homes over the plan period towards the delivery of the police force.

5.4.2 Fire and Rescue

The Warwickshire Fire and Rescue service received a review by His Majesty's Inspectorate of Constabulary and Fire & Rescue Services in March 2025. This identified that significant steps have been taken to improve the service, with a better risk management process in place.⁷⁷

As the Fire and Rescue service is part of Warwickshire County Council, some consideration of the implications of Local Government Reform are likely to affect the operation of the service during the plan-period.

The WCC Resources and Fire & Rescue Overview and Scrutiny Committee⁷⁸ provided a review in the summer of 2025, regarding the progress of the service against the Council Delivery Plan, and management of finances and risk in relation to those areas within its remit. Appendix 3 of this report⁷⁹ sets out that the Fire and Rescue service ended the year with a marginal underspend of £4,000. Fire and Rescue is one of the best performing service areas financially. Accounting for investment and reserves there is a 0.7% positive variance from the approved budget. Currently, the Fire and Rescue service is reporting 100% delivery of their savings targets. However, the various ongoing projects approved as part of capital program are increasingly delayed and have seen a 18.8% delay percentage where 0% would see projects delivered as scheduled. However, no capital overspend has arisen due to this. The capital projects being undertaken by the fire and rescue service are built infrastructure projects, namely:

- A new training centre at Paynes Lane, Rugby
- Modernising the Fire & Rescue Headquarters, Royal Leamington Spa

Otherwise, the baseline regarding Fire and Rescue is largely unchanged, with the same funding mechanisms as outlined in the IDP Part 1 still being in place.

5.4.3 Ambulance Service

The Baseline regarding the Ambulance service is largely unchanged from the IDP Part 1.

⁷⁷ His Majesty's Inspectorate of Constabulary and Fire & Rescue Services (2025), *Warwickshire Fire and Rescue Service: Cause of concern revisit letter*. Available at <https://hmicfrs.justiceinspectores.gov.uk/publication-html/warwickshire-frs-cause-of-concern-revisit-letter-march-2025/> (Accessed 11/03/2026).

⁷⁸ Warwickshire County Council (2025), *Resources and Fire & Rescue Overview and Scrutiny Committee. Year End Integrated Performance Report Wednesday 2 July 2025*. Available at <https://democracy.warwickshire.gov.uk/documents/s44438/Resources%20OSC%20Integrated%20Performance%20Report%20Year%20End%20202425.pdf> (Accessed 05/03/2026).

⁷⁹ Warwickshire County Council (2025), *Resources and Fire & Rescue Overview and Scrutiny Committee, Year End Integrated Performance Report: Appendix 3 Resources, Fire & Rescue OSC Management of Financial Risk End. Wednesday 2 July 2025*. Available at <https://democracy.warwickshire.gov.uk/documents/s44441/Appendix%203%20Resources%20Fire%20Rescue%20OSC%20Management%20of%20Financial%20Risk%20Year%20End.pdf> (Accessed 05/03/2026).

The WMAS Trust Strategy 2021-2026 remains in place currently. It set out five strategy objectives each of which is accompanied by several strategic priorities⁸⁰. An updated annual report and accounts have been published.⁸¹ This has found that the trust met all its financial targets for the period 2024 to 2025. This was a significant achievement, against a backdrop of increased service delivery pressures across the NHS due to handover delays.

The trust has delivered efficiencies of £21.3 million against a target for the year of £19.3 million. Total capital expenditure was £25 million indicating current investment strategies. £18.97 million of this spend was due to the replacement of the ambulance fleet. £2.67 million was spent on estates and property. £23.551 million of this cost was funded by NHS Capital allocation funding.

5.5 Community Facilities

This section provides an update to section 4.5 of the IDP part 1 and should be read in conjunction with it.

5.5.1 Burial and Cremation Facilities

The baseline position regarding Burial and Cremation facilities is largely unchanged.

Warwick District Council continues to run the Oakley Wood Crematorium and Natural Burial Site, as well as cemeteries at Leamington Spa, Old Milverton, Kenilworth, and Warwick. Most of these cemeteries are either full or approaching being full⁸². Cemetery burials in Warwick District have now increased by 200% for non-resident burials reflecting the pressure that they are under. There is a growing focus on cremations. The Oakley Wood Crematorium is operating with capacity, and the standard fee has increased by 43.65% since 2020.

In Stratford-on-Avon District, the arrangements where provision is managed at Parish and Town Council level still applies. The list of parish councils known to manage cemeteries identified in table 4.11 in Stratford on Avon remains the latest understood position regarding provision. The evidence gap identified in the IDP Part 1 still applies, informal liaison with Parish and Town Councils last took place in 2019 and no further evidence gathering has taken place. This remains an area where further engagement would be beneficial, particularly given that some facilities have been identified as being full or approaching capacity at the last engagement exercise.

The implications of new housing growth for burial and cremation provision to continue to apply as set out in Part 1. Given the absence of a statutory duty on any organisation to provide burial spaces, and the lack of a central register facilities, monitoring capacity in this area remains a challenge. This will be kept under review as the Local Plan progresses.

⁸⁰ West Midlands Ambulance Service University NHS Foundation Trust (2023), *Trust Strategy 2021-2026*. Available at <https://wmas.nhs.uk/wp-content/uploads/2023/08/WMAS-5-year-strategy-Values-Update-August-2023.pdf> (Accessed 02/09/2024).

⁸¹ West Midlands Ambulance Service University NHS Foundation Trust (2026), *WMAS Annual Report and Accounts*. Available at <https://www.wmas.nhs.uk/publications/wmas-annual-report-and-accounts/> (Accessed 11/03/2026).

⁸² Warwick District Council (2025), Overview and Scrutiny Committee, *Item 04 – Bereavement Services Performance Update*. Available at <https://estates8.warwickdc.gov.uk/cmis/SearchCommitteePapers.aspx> (Accessed 06/03/2026).

In 2025 – Stratford on Avon District Council awarded £234,500 towards an extension to the Cemetery at Evesham Road in Stratford-upon-Avon.

5.5.2 Libraries

As per the IDP Part 1, most performance indices are unavailable for community-run libraries. Physical loans across community run libraries have decreased since the IDP Part 1, with the WCC Library Performance Review 2025⁸³ reporting a 5% fall in book issues across the Warwickshire Network compared to 2024. In 2024-2025, there were 1,223,617 visits to libraries across Warwickshire. Table 5-6 shows the individual library profiles⁸⁴ to specific libraries in South Warwickshire, noting that records are not maintained for community libraries in the same way as those ran by WCC.

Table 5-6 2024-2025 Lb

Library	Opening Hours (Weekly)	Staff (FTE)	Regular Volunteers	Visits	Loans
Alcester Library and Information Centre	35	2.6	19	33,209	38,251
Bidford Community Library	20				
Harbury Community Library	36.75				
Henley Community Library	13				
Kenilworth Library	45.5	7	12	70,683	81,274
Kineton Community Library	8.5				
Leamington Spa Library and Information Centre	54	16.7	20		182,302
Lillington Library and Information Centre	32	1.6	8	24,949	33,223
Shipston-on-Stour Library and Information Centre	20	1.4	7	17,213	26,066
Southam Library and Information Centre	35	3	9	45,765	52,278
Stratford-upon-Avon Library and Information Centre	38	11.1	45	121,262	81,293
Studley Community Library	18				
Warwick Library and Information Centre	54	8.5	27	85,277	109,263

⁸³ Warwickshire County Council (2025), Resources and Fire & Rescue Overview and Scrutiny Committee Wednesday 24 September. *Agenda Item 4: Library Performance Report*. Available at: <https://warwickshire.moderngov.co.uk/ieListDocuments.aspx?CId=340&MId=4112&Ver=4> (Accessed 06.03.2026).

⁸⁴ Warwickshire County Council (2025). Resources and Fire & Rescue Overview and Scrutiny Committee Wednesday 24 September. *Agenda Item 4: Library Performance Report – Appendix 2 – Individual Library Profiles*. Available at <https://warwickshire.moderngov.co.uk/ieListDocuments.aspx?CId=340&MId=4112&Ver=4>. Accessed 06.03.2026).

Library	Opening Hours (Weekly)	Staff (FTE)	Regular Volunteers	Visits	Loans
Wellesbourne Library and Information Centre	20	1.1	8	17,234	26,018
Whitnash Library and Information Centre	25	1.1	3	16,829	27,093

WCC remains a National Portfolio Organization (NPO) for the Arts Council. In 2024/2025, the NPO programme resulted in an 11% increase in library visits across Warwickshire, creating inclusive spaces for cultural exchanges and learning between different communities. This increase in engagement was double the national average. The NPO programme has now been extended for a further year to 2026. The WLS will receive £840,000 over the four-year period between 2023-2027. The extra funding will be spent on promoting cultural activity across the library network, with focus remaining on the North Warwickshire, Nuneaton and Bedworth.

5.5.3 Community Centres and Leisure Centres

The list of community centres and leisure centres set out in the IDP Part 1 remains unchanged:

Table 5-7 Community Centres in South Warwickshire

Community Centre
Acre Close Community Centre (Whitnash)
Bishops Itchington Community Centre
Bishopton Community Centre
Brunswick Healthy Living Centre
Budrooke Community Centre (Hampton Magna)
Chase Meadow Community Centre (Warwick)
Eric Payne Community Centre (Alcester)
Ettington Community Centre
Fred Winter Centre (Stratford-upon-Avon)
Gap Community Centre (Warwick)
Graham Adams Centre (Southam)
Grange Hall (Southam)
Greig Hall (Alcester)
Henley Community Centre
Jubilee Hall (Alveston)
Ken Kennett Centre (Stratford-upon-Avon)
Kingsway Children and Family Centre (Leamington Spa)
Lillington Children & Family Centre (Leamington Spa)
Long Itchington Community Centre
Packmores Community Centre (Warwick)
Pavilion Community Centre (Meon Vale)
Pickard Street Community Centre (Warwick)

Community Centre
Radford Semele Community Hall
Rosebird Community Hall (Stratford-upon-Avon)
Shottery Memorial Hall
Southam Flying Fields Community Hall
St. Chad's Centre (Bishops Tachbrook)
St. Margaret's Centre (Whitnash)
Saltway Centre and Stratford Family Centre
SYDNI Centre (Leamington Spa)
Tiddington Community Centre
Warwick Gates Community Centre
Warwick Space
Wellesbourne Community Centre
Westbury Centre (Leamington Spa)
Westgate Children & Family Centre (Warwick)

Table 5-8 Leisure Centres in South Warwickshire

Leisure Centre
Abbey Fields (Kenilworth)
Castle Farm Leisure Centre (Kenilworth)
Greig Leisure Centre (Alcester)
John Atkinson Sports Centre (Warwick)
Newbold Comyn Leisure Centre (Leamington Spa)
Shipston Leisure Centre
Southam Leisure Centre
St Nicholas Park Leisure Centre (Warwick)
Stratford Leisure Centre
Studley Leisure Centre

Stratford-on-Avon District Council's Infrastructure List⁸⁵ and Warwick District Council CIL Projects List⁸⁶ were both updated in December 2025. These collectively provide an update on what s106, and CIL monies are being spent on currently. Table 5-9 updates Table 4.15 in the IDP Part 1. Since its publication, several schemes have been completed; the Greig Memorial Hall in Alcester, The Meon Vale Pavillion Community Project; the Luddington Village Hall Extension improvements; and the Lighthorne & Upper Lighthorne Sports Field. No new projects have been identified in this time.

⁸⁵ Stratford on Avon District Council (2026), *Infrastructure Funding Statement 2024/25*. Available at <https://www.stratford.gov.uk/planning-building/infrastructure-planning.cfm> (Accessed 06/03/2026).

⁸⁶ Warwick District Council (2025), *Infrastructure Funding Statement 2024/25*. Available at https://www.warwickdc.gov.uk/downloads/file/8748/202425_infrastructure_funding_statement (Accessed 06/03/2026).

Table 5-10 provides an update to table 4.16 in the IDP Part 1. There have been no changes to the projects identified at this time.

Table 5-9 CIL Funded Projects relating to Community Facilities in Stratford-on-Avon District

Infrastructure Project	Project Description
The Ministry - Stratford Youth Hub	Second stage redevelopment of a universal youth hub, The Ministry, in Stratford-upon-Avon, investing in and responding to the growing need for sustained youth support and training opportunities in the town and across Stratford District.
The Learning and Community Hub, Henley Street, Stratford-upon-Avon	Improvement, modernization and repurpose of 22 Henley Street/43 Guild Street into a first-class Learning and Community Hub.
Synder Meadow, Welford-on-Avon	Creation of a new multi-purpose Community Sports Pavilion.
Grace's Playground, Ilmington	Renovation of Playground equipment and resurfacing.
Fenny Compton Sports and Play Area	Removal of the former sports pavilion and replacement with modern changing room, toilet, kitchenette and storage facility and upgrade the playground equipment to make it inclusive and safe for all users.

Table 5-10 CIL Funded Projects relating to Community Facilities in Warwick District

Infrastructure Project	Project Description
Kenilworth Leisure (Phase 2): Castle Farm Recreation Centre	The Council is committed to improving leisure facilities in Kenilworth, including the facilities at Castle Farm, as part of phase II of its Leisure Development Programme
St Mary's Land, Warwick	A range of measures to support the delivery of the St Mary's Land master plan approved in 2017
Newbold Comyn*	Improvements to Newbold Comyn Park
Relocation of athletics facility and creation of Commonwealth Park*	Relocation of the athletics facility from Edmondscote Road to new location by proposed Community Stadium. Edmondscote Road to be used as public open space (Commonwealth Park).
Relocation of Kenilworth Wardens	To purchase land, enable site access and essential supporting site infrastructure, thereby enabling Kenilworth Wardens Cricket Club to relocate from its current site.

Infrastructure Project	Project Description
Elizabeth Park*	To support the delivery of a new park on land at Edmonscode, Leamington Spa.

The UK Shared Prosperity Fund (UKSPF) has been extended for a further year. However, delivery has been passed to Warwickshire County Council. Local Authorities such as Warwick District Council and Stratford-on-Avon District Council no longer act as lead authorities and have been required to close down their UKSPF programmes. Warwickshire County Council has received £5.27 million in grant monies across to spend, with portions going to both districts through WCC Capital Programmes.⁸⁷ These include Visit Warwickshire; Sustainable Warwickshire and Safer Streets. Funding from the UKSPF is also being used to fund the ‘Transforming Leamington’ Programme which will see the improvement of the public realm in the town centre of Leamington Spa. The context of the UKSPF continues to be shaped by ongoing devolution with exploration of how the monies can be used alongside the Local Growth Fund⁸⁸ which is set to take its place from April 2026.

Some alternative funding is provided through the Stratford-on-Avon Community Grant Scheme 2025⁸⁹. This is a key component of the Council Plan 2023-2027, which seeks to improve the range and quality of social infrastructure within the district. The scheme allows Town and Parish Councils, Charities and Community Groups to apply for a share of £350,000. Assessments of applications are ongoing with announcements about recipients expected in Q2 2026. These grants are split into small grants between £5,000 and £20,000 with a total of £50,000 available, and ‘Large Grants’ for projects between £20,001 and £100,000 with a total of £300,000 available. Grants will be targeted areas that experiencing changes and challenges around new housing developments, access to services and facilities, and higher levels of deprivation. Warwick District Council operates a rural and urban capital improvements grants scheme⁹⁰, which provides funding for local projects for £10,000 for smalls grants schemes, up to £20,000 as a capped maximum for mains grant schemes. These are allocated annually.

Once received, the Built Facilities Study will provide a list of updated projects and schemes that will be required to support leisure activities in support of the population growth expected as part

⁸⁷ Warwickshire County Council (2025), *UKSPF Communities and Place Projects*. Available at <https://www.warwickshire.gov.uk/business-support/community-place> (Accessed 06/03/2026).

⁸⁸ Ministry of Housing, Communities & Local Government (2025), *Local Growth Fund (England) Policy Statement*. Available at <https://www.gov.uk/government/publications/local-growth-fund-england-policy-statement/local-growth-fund-england-policy-statement> (Accessed 06/03/2026).

⁸⁹ Stratford Upon Avon District Council. (2025). Community Grant Scheme: 2025: Information & Guidance Document. Available at: <https://www.stratford.gov.uk/doc/214105/name/Community%20Grant%20Scheme%202025%20Guidance%20Document%20NOV25%20lowres.pdf>. (Last Accessed: 31/03/2026)

⁹⁰ Warwick District Council (Unknown). Rural Capital and Urban Capital Improvements Grants Scheme (RUCIS). Available at: https://www.warwickdc.gov.uk/info/20599/community_and_social_issues/1038/rural_and_urban_capital_improvements_grants_scheme/2. (Accessed: 31/03/2026)

of the plan period. These form part of the IDP and have been referred to in the Infrastructure Delivery Schedule.

5.6 Green and Blue Infrastructure

The section provides an update to section 4.6 of the IDP Part 1 and should be read in conjunction with it. There have been no major changes the baseline from green and blue infrastructure, although two important documents have been published as part of the evidence base supporting the SWLP, namely the Green and Blue Infrastructure and Open Space Study and the Playing Pitches Strategy.

Green and Blue Infrastructure are key considerations in the on-site delivery of infrastructure for allocated sites in the SWLP. Development will be expected to be landscape led, provide sufficient public open space, and incorporate suitable sustainable approaches to surface and fluvial flood risk, whilst boosting biodiversity.

5.6.1 Green Space

The Warwickshire Rights of Way Improvement Plan⁹¹ remains in force. Initial consultation work has been carried out to update the document⁹², with the consultation completed in April 2024. The results of the initial consultation showed the importance of Public Rights of Way (PRoW) to the residents of Warwickshire, and the role that they play in improving quality of life. Notably:

- 85% of people who responded said that they were important part of their regular activity.
- A very high proportion also said that they are important for their physical health (87%) and for their mental wellbeing (86%).
- 89% said that they were an important way for them to enjoy and explore nature.

The Warwickshire, Coventry & Solihull Sub Regional Green Infrastructure strategy was adopted by Warwickshire County Council in August 2024⁹³ confirming the significant role that it plays in strategic delivery of green infrastructure set out in the IDP Part 1. The study recognises the role that green infrastructure plays in place-making, with green spaces playing an important role in promoting physical activity and nature engagement which enhance overall wellbeing and quality of life. Improving accessibility to green infrastructure is an important part of the strategy, noting the increased role that green social prescribing can play in reducing the effects of mental health problems.

The study recognises the role that active travel schemes play in supporting access to Green Infrastructure, from proposals such as the Kenilworth to Leamington Spa Cycle Route (K2L). The study notes the importances of landscape management to improve tree cover, hedgerows and wildflower meadows as part of the increasing emphasis on rewilding nationally. The Heart of

⁹¹ WCC (2011) *Rights of Way and Recreational Highways Strategy 2011-2016*. Available at <https://www.warwickshire.gov.uk/directory-record/2153/rights-of-way-improvement-plan> (Accessed 30/09/2024).

⁹² WCC (2025) Warwickshire County Rights of Way Improvement Plan *Consultation Results*. Available at <https://ask.warwickshire.gov.uk/insights-service/warwickshire-rowip/> (Accessed: 09/03/2026).

⁹³ WCC (2024). *Warwickshire, Coventry & Solihull Sub-Regional Green Infrastructure Strategy*. Available at <https://www.warwickshire.gov.uk/greeninfrastructure> (Accessed: 09/03/2026).

England Forest in South Warwickshire is noted as leader in nature restoration, although this faces challenges due to Dutch Elm Disease and Ash Dieback.

The study notes the importance of introducing green infrastructure into urban areas wherever possible. This will provide links to the urban fringe and wider countryside. Proposals for development in the urban fringe should create new and maintain existing Green Infrastructure, establishing new community woodlands and wildflower meadows. Consideration needs to be given to siting, materials, scale, layout and landscape mitigation as new development has the potential to be particularly visually intrusive in the early years.

The study confirms that the that the sub-region has very few large assets of sites over 100ha. However, significant linear assets including canals, main rivers, and large water bodies, as well as long-distance walking and cycling routes of national, regional, and county level importance are also relevant. The Green Infrastructure Study also concludes that clusters of sites within 500m of each other that are collectively over 100ha should also be considered as sub-regional assets.

The study makes the following recommendation to ensure that residents, visitors and workers can maximise the benefit of the green infrastructure, through increasing accessibility:

- Map areas with GI accessibility asset deficiency throughout the sub-region, making use of the national Green Infrastructure mapping webpages and following Natural England Accessible Greenspace Standards (AGS);
- To increase accessibility to existing GI assets and create or enhance new GI Accessibility Assets in those areas of deficiency.
- Increase access to the countryside for the whole community;
- Enabling people to learn about the opportunities that public open spaces, country parks and the countryside and rights of way network offer can act to make the countryside more accessible to all, as well as reducing the potential for conflict;
- Promote and encourage walking, cycling and other forms of exercise such as running and horse riding to contribute to people's ongoing health and fitness
- Increase and enhance connections to the existing path networks that enables people to find greener transport links for walkers and cyclists between settlements and destinations as well as their use for recreation;
- Promote Green tourism and leisure to expand the subregion's tourist destination offer to include the countryside to bring additional visitors to the County and extend the stay of current visitors.

Warwickshire County Council published the Consultation draft version of the Warwickshire Local Nature Recovery Strategy (LNRS) in September 2025.⁹⁴ The following priorities identified in the LNRS are particularly relevant to the provision of infrastructure to support development proposed by the South Warwickshire Local Plan:

- the identification, conservation, creation, restoration, enhancement and maintenance of nature-rich habitats at scale to create resilience and connectivity.

⁹⁴ Warwickshire County Council (2025). *Consultation on Warwickshire's Local Nature Recovery Strategy*. Available at <https://ask.warwickshire.gov.uk/bi/lnrs/> (Accessed 09/03/2026).

- the promotion of access for all to nature through existing greenspace to address health inequalities. This means identifying areas of nature deficiency and encouraging new areas of green spaces in urban and peri-urban areas. This also means mapping green and blue corridors to connect urban green spaces together as well as wider countryside to encourage wildlife in the urban fabric. The LRNS encourages the promotion of nature friendly developments and projects that seek nature-based solutions.

The LNRS notes the role that private investment will play to secure funding, to provide the necessary financial resources to implement nature recovery initiatives. This includes using measures such as carbon markets and biodiversity net gain to incentivise landowners to support nature recovery projects. The LRNS notes the role that Parish and Town Councils play in supporting the delivery of the LRNS objectives and encourages the preparation of Local Nature Action Plans.

To support the preparation of the South Warwickshire Local Plan, Land Use Consultants (LUC) have produced a Green and Blue Infrastructure and Open Space study. Regarding green spaces this study found existing issues with provision for both councils. These ranged from issues regarding on-site delivery of open space, long term maintenance and cohesion and connectivity between different areas of infrastructure via active travel delivery. The study makes a series of recommendations for inclusions within the policies of the Local Plan to ensure the on-site delivery of infrastructure and notes the role that S106 Agreements and the Community Infrastructure Levy can play in delivering off-site green infrastructure.

LUC have also prepared a Landscape Sensitivity Assessment which assessed potential strategic growth locations and new settlements within the SWLP area, in relation to their effect on the surrounding landscape. The study makes a series of recommendations that all development should adhere to to ensure that the character of the local landscape is respected and maintained, often through the provision of Green Infrastructure, such as through:

- The retention of tree/vegetation cover that is essential to the character of an area and considering opportunities for new planting using locally appropriate species, to help integrate new development within the landscape.
- Ensuring new landscape components are in character with the locality, form part of a coherent green infrastructure network, consider climate change and provide ecosystem services.
- Enhancing nationally and locally important habitats and species through appropriate landscape design and management where appropriate and agreed.
- Maintaining, managing and expanding priority habitats and hedgerow networks, aiming to strengthen local landscape character, link existing and new habitats to help minimise impacts on, and provide net gains for, biodiversity.
- Retaining and enhancing key landscape features such as woodland, small-scale irregular field patterns, hedgerows, hedgerow trees, and meadows.
- Encouraging sustainable and multi-purpose woodland planting where appropriate.
- Manage and enhance recreational resources to provide public enjoyment, while protecting areas of high ecological importance and appropriately siting any associated features (such as car parks and picnic areas) to avoid impacting the rural character of public footpath/bridleways which cross the assessment parcel.

The development proposals in the South Warwickshire Local Plan see the delivery of a significant amount of Public Open Space at the allocated new settlements and strategic growth locations. The delivery of Public Open Space is regarded as being of primary importance in terms of master planning, and effective mitigation of constraints by development in a sustainable manner.

5.6.2 Playing fields

The South Warwickshire Playing Pitch Strategy has been prepared to support the delivery of the local plan. The Playing Pitch Strategy provides a detailed assessment of current sports pitch provision and considers future needs based on projected population growth and housing development; it consists of three documents prepared by Strategic Leisure Limited:

The Stage B document⁹⁵ identifies all the existing outdoor sports facilities and clubs within the districts for assessed sports in a combined spreadsheet. The Stage C Assessment was split between the two councils, and broke down sports facilities based on different sports, setting out the quality and quantity of pitch provision for each sport with an assessment of ancillary facility quality and details from clubs outlining their views of future growth.

The Stage D assessment combined this information to test growth scenarios to determine expected future need, across the areas of each sport. The strategy makes a series of objection relating to protecting existing supply of outdoor sports provision, to enhance outdoor sports provision and ancillary facilities and to provide new outdoor sports facilities where there is current or future demand to do so.

Each district has been provided with an action plan which form part of the IDP. These identify priorities for infrastructure spend to support playing pitch provision. These have been identified in Appendix B: Infrastructure Delivery Schedule collectively and should be read individually to understand the Playing Pitches that are required across a range of locations in both districts.

Sport England provided a consultation response to the preferred options consultation. They noted the importance of ensuring that site allocations were provided with sties for sport, to meet the new of the community ahead of the planning application stage. They also emphasised the use of Sport England Playing Pitch Calculator tool to inform where new on-site provision is required in line with the approach currently used at Warwick District Council. They note the importance of using the Playing Pitch Strategy to inform the approach taken to provision in the plan period.

5.6.3 Allotments/Community Orchards

There have been no material changes in the allotment provision since the publication of the IDP Part 1. There remains an expectation that existing facilities will be protected and development proposals in the SWLP will provide Allotments and Community orchards as a benefit for new and existing communities.

⁹⁵ South Warwickshire Councils (2025). Playing Pitch Strategy. Available at: <https://www.southwarwickshire.org.uk/swlp/technical-evidence.cfm> (Listed under a Healthy, Safe and Inclusive South Warwickshire).

5.6.4 Blue Infrastructure

The baseline for South Warwickshire regarding Blue Infrastructure is predominantly unchanged. The Canal and River Trust provided feedback to the emerging spatial strategy noted their role in operating 80km of navigable canals. They recognised the multifunctional role that canals and waterways play as a part of the green-blue infrastructure network and their ability to link urban and rural communities as well as habitats. Their response highlights the role that towpaths play in providing a safe, convenient, and attractive walking and cycling network. In this context, new development should strengthen the role of canal corridors as part of the strategic green/blue infrastructure network, and particularly their value in providing between connecting other areas of green space.

Blue infrastructure inherently forms part of the Green and Blue Infrastructure Strategy, as summarised in Section 5.6.1 of this report. Practically, this means the role that features such as SuDS play within the master planning of schemes is maximised. It also means ensuring that consideration is given to Blue Infrastructure alongside Green Infrastructure more generally, taking advantage of opportunities that arise from it to deliver active travel routes and biodiversity gains are incorporated in development.

5.7 Utilities and Digital

This section updates section 4.7 of the IDP Part 1 and should be read in conjunction with it. Given the evolving national picture of a decarbonising economy, there have been some notable updates to the baseline position regarding energy infrastructure that are summarised below, other areas of the baseline are reasonably consistent with the position that set out in the IDP Part 1.

5.7.1 Electricity

The South Warwickshire Councils have engaged with the National Grid to understand how the demand generated by the growth proposed will impact upon its infrastructure. The approach the National Grid takes is through Distribution Future Energy Scenarios (DFES), which advise on capacity in the area. The National Grid does not advise on capacity to accommodate growth that is happening in the future, post 2030, but instead focuses on ensuring that the network is development ready.⁹⁶ The approach taken by the National Grid is therefore more focused on existing commitments rather than emerging allocations when it comes to considering demand relative to generation.

The Distribution Future Energy Scenarios and National Grid Future Energy Scenarios remain the working assumptions for the transition towards net zero, for the National Grid. These are updated annually, with the most recent update provided in 2025. South Warwickshire is located within the East Midlands for the purpose of reporting. A summary of the overall contexts for both regions is set out below.

⁹⁶ National Grid (2025), *Infrastructure Delivery Plans (IDP). Briefing note for Local Planning Authorities (LPA developing IDPs or infrastructure capacity plans)*. Not available online.

The most recent East Midlands Distribution Future Energy Scenarios assessment provides a spatial view of energy generation at a regional level⁹⁷. The assessment makes several important observations regarding electricity infrastructure, in terms of both the baseline and future development of infrastructure. It notes that uptake of electric vehicles and heat pumps remains low, with only 4% of vehicles in the region being EVs and less than 1% of households having an electric heat pump. It also notes the energy consumption of industrial users locally such as Jaguar Land Rover as a key source of consumption demand. In the region, Fossil Gas Fired Power and Solar make up 67% of generation capacity, with limited on-shore wind and large-scale battery projects. 26% of generation is through fossil fuels and 44% of generation is through solar energy, the largest source of generation in the region. Given the central location in the country, the pipeline for future generation currently largely reflects this, with emphasis on storage and solar as energy projects that are currently coming forward. More generally, the National Energy System Operator (NESO) has announced national reforms to enable deliverable projects to advance up the connection queue as part of a fast-track process. NESO was established under the 2023 Energy Act⁹⁸. Its purpose is to facilitate the country transition to net zero. Whilst the National Grid owns the electricity Infrastructure, NESO is tasked with its operation, having been previously in private ownership under the National Grid. Whilst there overlaps between their models, they operate independently, and there are differences in their approach.

Net zero, at the national level, is defined under the Climate Change Act 2008 (As Amended), which commits the government to reducing its emissions by 100% against 1990 baseline by 2050⁹⁹. In practice net zero means that the total greenhouse gas emissions are equal to the carbon removed from the atmosphere and so differs from “carbon-neutral” which includes a wider definition of offsetting through carbon sinks that can absorb CO₂ and other greenhouse gases¹⁰⁰. For NESO and the National Grid, this means reducing energy emissions in the energy system by reducing national reliance on energy sources like coal, which cause high carbon emissions, whilst increasing reliance on renewable sources like wind and solar power to contribute to the national net zero target.

The National Grid has updated the Network Capacity map to provide a unified view of possible connection opportunities across the National Grid Bulk Supply Points (BSPs), primary substations and distribution substations. For BSPs and Primaries this updated version provides a more accurate indication of demand capacity for both the existing connected network position and for the future contracted position¹⁰¹. Primary substations are substations where the voltage

⁹⁷ National Grid DSO (2025), *Distribution Future Energy Scenarios 2024: East Midlands Regional Review*. Available at <https://commercial.nationalgrid.co.uk/downloads-view-reciteme/686087> (Accessed 10/03/2026).

⁹⁸ Chivukula, S. (2025). National Energy System Operator. Institute for Government. Available at: <https://www.instituteforgovernment.org.uk/explainer/national-energy-system-operator>. Last Accessed: 31/03/2026.

⁹⁹ Burnett, N (2024). What is Net Zero? House of Commons Library. Available at: <https://commonslibrary.parliament.uk/what-is-net-zero/>. (Accessed: 31/03/2026)

¹⁰⁰ National Grid (2022). Carbon Neutral vs Net Zero – understanding the difference. Available at: <https://www.nationalgrid.com/stories/energy-explained/carbon-neutral-vs-net-zero-understanding-difference>. (Accessed 31/03/2026)

¹⁰¹ National Grid (2025). *Network Opportunity Map*. Available at <https://commercial.nationalgrid.co.uk/network-opportunity-map/> (Accessed 10/03/2026).

is supplied by 33kV or 66kV. A distribution substation is a substation whose higher voltage is supply by 11kV or 6.6kV.

The expectation is that commercial development will rely on the primary distribution network, using primary substations whilst residential development will rely on the secondary distribution network. These are indicated in Figure 5-1 and

Figure 5-2 below.

Figure 5-1 Primary (Demand) Network Opportunity Map

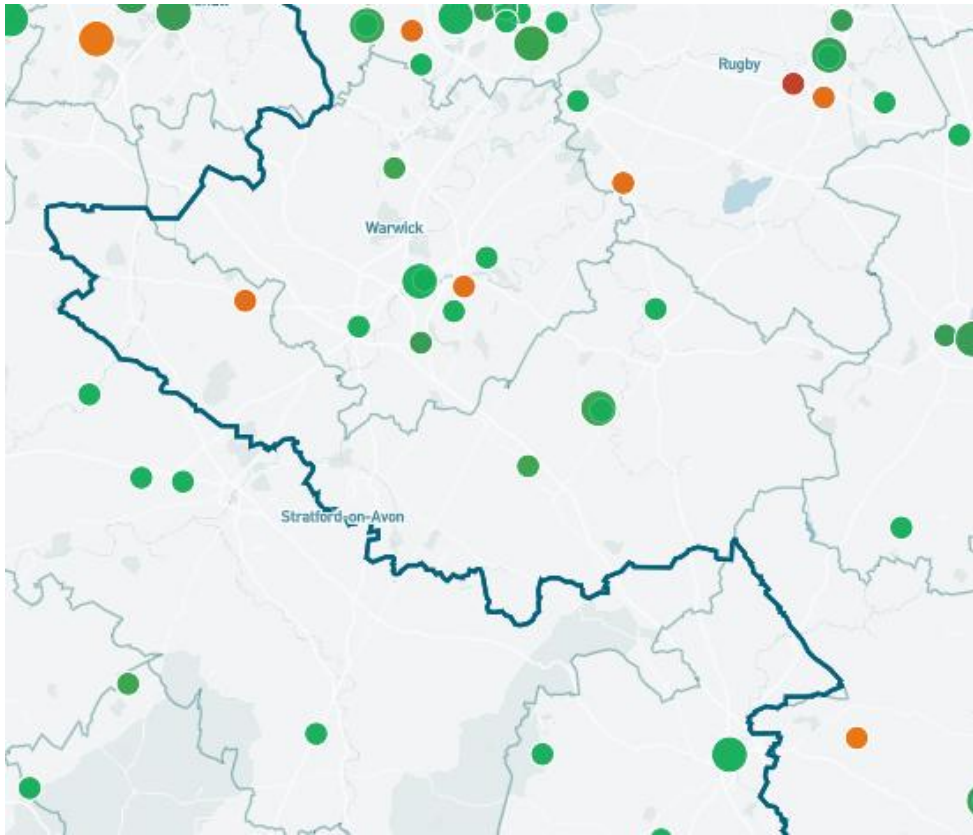
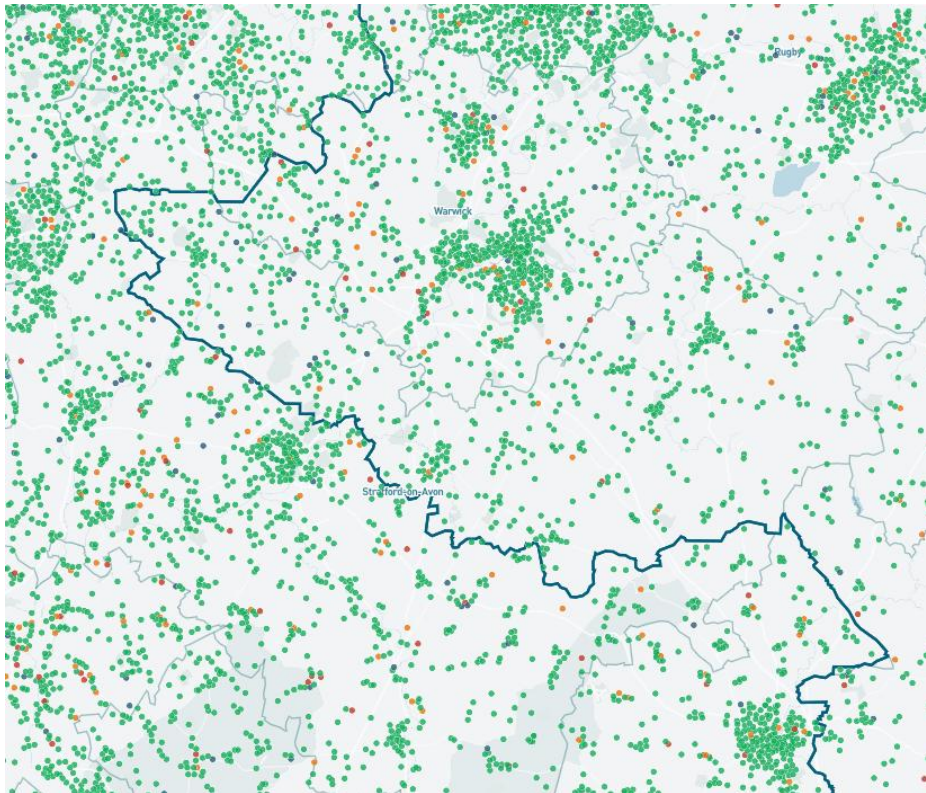


Figure 5-2 Secondary (Demand) Network Opportunity Map



In these figures, green dots indicate extensive capacity available, yellow dots indicate some capacity available, red dots indicate limited capacity available, and blue dots indicate no capacity available.

The DFES is modelled on four different scenarios for reaching net zero, all of which are considerations in terms of future provision of electric and gas provision,¹⁰² these are modelled on the NESO Future Energy Standards¹⁰³, which were reviewed in 2025. A combination of emissions reductions and carbon sequestration or removal can therefore be used to meet the target. These pathways are set out below with the DFES equivalent provided in brackets. Each of these scenarios have different implications for the role the electricity energy grip will play as the national, regional and local geographies decarbonise towards Net Zero:

- **Falling behind (Counterfactual):** This scenario considers a world where some decarbonisation progress is made against the baseline position today, but at a pace not sufficient to meet net zero. This scenario is used alongside net zero pathways to consider the full range of potential demand levels for possible remaining reliance on fossil fuels. However, with the level of low carbon projects in the pipeline and the scale of policy ambition, it includes some level of progress in areas of greater certainty. It is not a status quo scenario.

¹⁰² National Grid (2025), *Distribution Future Energy Scenarios Map*. Available at <https://commercial.nationalgrid.co.uk/distribution-future-energy-scenarios-map> (Accessed 11/03/2026).

¹⁰³ National Energy System Operator (2025). *Future Energy Scenarios 2025: Pathways to Net Zero*. Available at <https://www.neso.energy/document/364541/download> (Accessed 11/03/2026).

- **Holistic Transition:** This scenario assumes that net zero is met through a mix of electrification and hydrogen, with hydrogen mainly used around industrial clusters. Hydrogen is not used for heat except as a secondary fuel for heat networks in small quantities. Consumer engagement is very strong through adoption of energy efficiency improvements and demand shifting, with smart homes and electric vehicles providing flexibility to the grid. A high-renewable capacity pathway, with unabated gas dropping sharply. This pathway sees moderate levels of nuclear capacity and lower levels of hydrogen dispatchable power. Supply side flexibility is high, delivered through electricity. No unabated gas remains on the network in 2050.
- **Electric Engagement:** This scenario meets net zero through mainly electrified demand. Consumers are highly engaged in the energy transition through smart technologies that reduce energy demands, utilising technologies such as electric heat pumps and electric vehicles. This is the pathway with the highest peak electricity demand, requiring high nuclear and renewable capacities. It also has the highest level of bioenergy with carbon capture and storage across all the net zero pathways. Supply side flexibility is high, delivered through electricity storage, interconnectors and low carbon dispatchable power.
- **Hydrogen Evolution:** Net zero is met through fast progress for hydrogen in industry and heat. Widespread access to a national hydrogen network is assumed. Some consumers will have hydrogen boilers, although most heat is electrified. There are low levels of consumer engagement within this pathway. Hydrogen is used for some heavy goods vehicles, but electric vehicle uptake is strong. Pathway sees high levels of hydrogen dispatchable power plants, leading to reduced need for renewable and nuclear capacities. Hydrogen storage provides the most flexibility in this pathway.

As is common with these sorts of overarching models, it is relatively typical for the result to be a hybridisation of different approaches. Subsequently, NESO recognise that whilst these pathways offer distinct routes, there are also clear commonalities, with implications for infrastructure provision that will be required to meet net zero, and infrastructure provision that may be required to meet net zero. Table 5-11 Significant Commonalities and differences in infrastructure provision across different Neso Pathways sets out the commonalities and differences between the pathways, which have clear implications for infrastructure provision. Many of these commonalities and differences relate to the role of Hydrogen which is considered in section 5.7.2. Generally, the greater use of Hydrogen implicitly lowers the demand for electricity generation across the plan period as an inverse effect.

Table 5-11 Significant Commonalities and differences in infrastructure provision across different Neso Pathways

Commonalities across all pathways	Differences across all pathways
Electric Vehicles make up 100% of new car sales by 2030	Demand flexibility varies across the pathways due to optionality and uncertainty. Holistic Transition has 82 Gigawatts (GW) by 2050, while Electric Engagement has 67 GW and Hydrogen Evolution has 41 GW.
Heat pumps and low carbon district heating are the only option for new homes from	High uncertainty on future growth of data centres leads to their 2050 demand ranging

Commonalities across all pathways	Differences across all pathways
2027. No new fossil fuel boilers are installed from 2035	from 30-71 Terawatt-hours (TWh), including Falling Behind
By 2035 industry reduces gas demand by 47% in Holistic Transition, 46% in Electric Engagement and 53% in Hydrogen Evolution, compared to 2024 levels	The choice of low carbon fuel for industry in 2050 ranges from 131 TWh of electricity and 11 TWh of hydrogen in Electric Engagement to 91 TWh of electricity and 47 TWh of hydrogen in Hydrogen Evolution
By 2035, all pathways have at least 65 GW offshore wind capacity, 35 GW onshore wind capacity and 55 GW solar capacity.	Interconnectors offer different levels of supply side flexibility across the pathways. Holistic Transition has 21.8 GW by 2050, while Electric Engagement has 24.4 GW and Hydrogen Evolution has 17.9 GW
All pathways have at least 40 MtCO ₂ /yr captured via CCS in 2035.	Hydrogen storage capacities are significantly higher in Hydrogen Evolution by 2050, at 39 TWh. Holistic Transition and Electric Engagement have 12 TWh and 10 TWh respectively
All pathways have at least 25 MtCO ₂ ¹⁰⁴ of engineered carbon removals by 2050. Deployment begins from the early 2030s, as these are an important contribution towards the Sixth Carbon Budget.	In 2050, Holistic Transition and Electric Engagement have around 100-120 TWh hydrogen demand, while Hydrogen Evolution has 280 TWh due to residential heating and wider use across sectors.

From 2025¹⁰⁵, NESO have been tasked by Ofgem to prepare Regional Energy Strategic Plans (RESPs), both Warwick District and Stratford-on-Avon District Councils fall within the West Midlands area for regional strategic energy planning, alongside Warwickshire County Council and the West Midlands Combined Authority. These plans are aimed at delivering cost-effective infrastructure investment to support the transition to net zero and sit alongside national plans for electricity and hydrogen generation and storage infrastructure, and national transition networks. RESPs are intended to provide more localised distribution planning. The South Warwickshire Councils have engaged in initial engagement with NESO for the preparation of these documents to ensure that local priorities are reflected.

In January 2026¹⁰⁶, NESO published its Transitional Regional Energy Spatial Plan (tRESP). The tRESP is intended to provide a first step in the broader preparations of RESPs, to inform future

¹⁰⁴ Million Tonnes of Carbon Dioxide

¹⁰⁵ National Energy System Operator (2025). Regional Energy Strategic Planning: Draft methodology for consultation. Available at: <https://www.neso.energy/document/372156/download>. (Accessed 30/03/2026).

¹⁰⁶ National Energy System Operator (2026). Transitional Regional Energy Spatial Plan – Nations and Regions Context. Available at: <https://storymaps.arcgis.com/collections/1e546da8f2a043adb4990c34522fe2c3>. (Accessed: 30/03/2026)

network investments by electricity distribution network operators as they prepare business plans for the next price control period between 2028 and 2033. At a regional level, planned renewable energy generation currently sits at 3,248 Megawatts (MW), which makes up at over 90% of projects. There are also 6,244 MW of planned battery projects in the West Midlands region. Onshore wind represents 1% of planned generation, reflecting historical national planning constraints across England. However, NESO are targeting improvements here with 151MW of capacity aimed to be installed for the 31st of March 2031. The West Midlands Combined Authority is expected to act as the regional lead for the energy transition, reflecting its ambitious target of meeting net zero carbon emissions by 2041, through changes to commercial, domestic and industrial, transportation and land use related emissions within the WMCA area.

The WMCA are utilising an ‘Accelerated’ approach to Net Zero¹⁰⁷ to reach the 2041 target, compared the Government’s national 2050 target. This would see a significant energy efficiency retrofit of existing dwellings, the installation of low carbon heating through heat pumps, the installation of 253.3 Megawatt peak (MWp) of large scale solar and wind farms, aggressive energy efficiency measures in the commercial sector, and a much more significant role for hydrogen in industrial high-temperature processes, covering 16.7% of energy demand as well as 50% of potential for capturing remaining emissions with Carbon Capture and Storage (CCS).

The West Midlands is identified as having an acute need for Electric Vehicle Charging Infrastructure, reflecting its key role in regional, national and international freight routes, providing a clear benefit in the economy for the delivery of battery storage alongside solar photovoltaics. Given the proximity of South Warwickshire to the WMCA Administrative area, there will be infrastructure implications for business models and opportunities to enhance the South Warwickshire Councils own response to the climate emergency.

5.7.2 Gas

Cadent published an update to its long-term development plan in October 2025¹⁰⁸. This reflects the ongoing importance of gas as part of the energy mix, with most energy consumers in the UK still reliant on gas. The research by Cadent shows that only 3% of surveyed customers are planning to transition away from gas in the next 5-7 years. In the year 2024-25, Cadent delivered 7,776 new connections, a 16.8% decrease reflecting higher energy costs and growing interest in other sources of energy such as air source heat pumps. A considerable focus of cadent remains off grid carbonisation, with evidence showing that switching from oil or coal to gas delivers a net saving of £6,000 per household. Cadent are maintaining their progress in replacing gaining infrastructure, to enable the transport of more sustainable forms of gas such as biomethane and hydrogen. Hydrogen can be produced through either Blue Hydrogen or Green Hydrogen¹⁰⁹. Blue

¹⁰⁷ West Midlands Combined Authority (2021). West Midlands 2041: Five Year Plan 2021-2026, Technical Report. Available at: https://cloudcdn.wmca.org.uk/documents/wmca/pdf/wm-net-zero-fyp-tech-report.pdf?_ga=2.228173914.618524327.1774882157-257556702.1771856207. (Accessed: 31/03/2026).

¹⁰⁸ Cadent (2025), *Long Term Development Plan*. Available at <https://cadentgas.com/getContentAsset/f0038aef-eabf-4dbb-bbf1-b1be45c143d7/4809d0e3-af52-45c9-bd02-cd3aee2130d7/Cadent-Long-Term-Development-Plan-2025-Final.pdf?language=en> (Accessed 10/03/2026).

¹⁰⁹ National Grid (2023). *Energy Explained: Hydrogen*. Available at: <https://www.nationalgrid.com/stories/energy-explained/what-is-hydrogen>. Last Accessed: 01/04/2026

Hydrogen is produced using natural gas, and so still gives out Carbon Dioxide (CO₂), the use of Blue Hydrogen would require Carbon Capture and Storage (CCS), and forms part of a broader mechanism for the potential decarbonisation of industrial processes. Green Hydrogen is produced by using electricity, typically from a wind farm and turbine. The Government recognises that developing a network for Hydrogen Transport and Storage is key to enable hard-to-decarbonise industrial power users in or near large industrial cluster sites to change their energy consumption. A key strategic requirement for NESO¹¹⁰, through Regional Energy Strategy Plans, is to consider hydrogen networks within regions based on anticipated hydrogen supply and demand, to set the direction for the network planning process. It is expected that hydrogen infrastructure projects will continue to be supported by investment from National Government as it is still in the early stages of an emerging hydrogen economy.

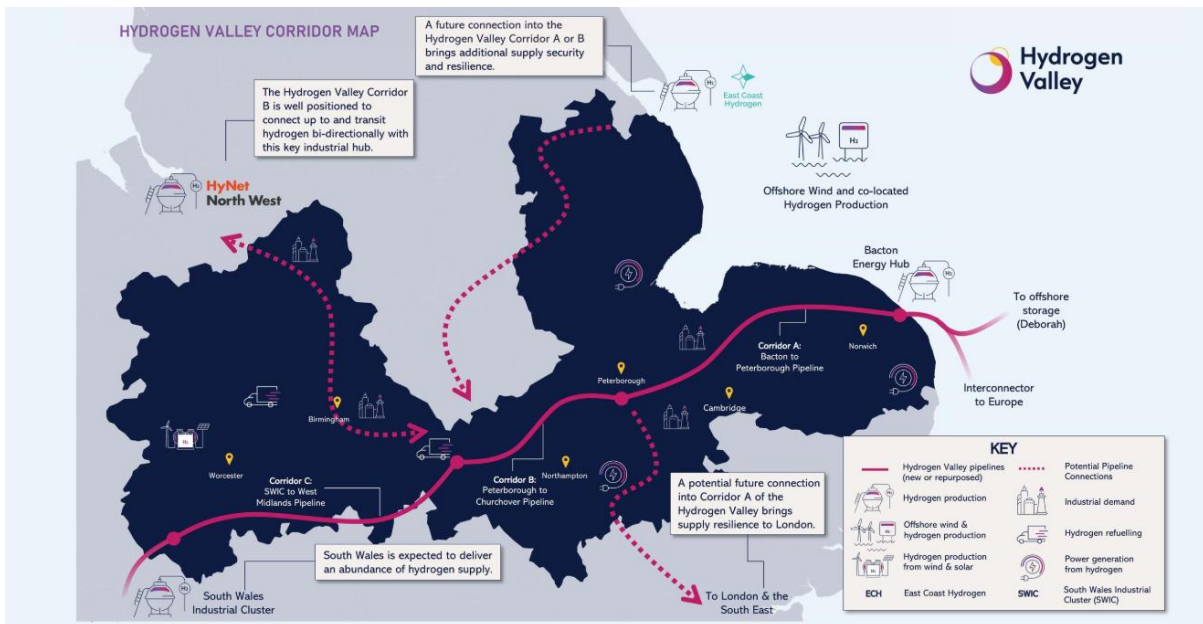
An emerging spatial opportunity for infrastructure investment is the concept of an East-West Coast Hydrogen Valley cluster with a focus on connectivity between the West Midlands conurbations and the east coast¹¹¹. This is a joint proposal between Cadent and the National Gas Transmission, formerly National Grid Gas Transmission¹¹². This would build on the development of a 100% Hydrogen local transmission network by Cadent Gas to ensure that the region can meet its net zero targets. Given the degree of industrial manufacturing seen in South Warwickshire, particularly in the Coventry area and along the M40/M42/A46 Corridors, finding a decarbonised solution to power industrial processes is a key national requirement to meet the government's net zero targets that will have clear impacts locally. This is key in protecting industry and jobs from the risks of rapid decarbonisation of the economy. As demonstrated below, the North Sea is expected to be the key provider of Hydrogen into the region, with potential excess supplied via the Irish sea from the North West and South Wales. The spatial implications of the Hydrogen Valley are set out in Figure 5-3 below.

Figure 5-3 Hydrogen Valley Corridor Map

¹¹⁰ Department for Energy Security & Net Zero (2025). Hydrogen Infrastructure Strategic Planning: Policy Statement. Available at: <https://www.gov.uk/government/publications/hydrogen-infrastructure-strategic-planning-policy-statement/hydrogen-infrastructure-strategic-planning-policy-statement-accessible-webpage>. (Accessed: 01/04/2026)

¹¹¹ Midlands Engine (2021). *Hydrogen Technologies Strategy*. Summary available at <https://midlandsengineobservatory.org/wp-content/uploads/2024/04/Midlands-Engine-Hydrogen-Factsheet-Final.pdf> (Accessed 11/03/2026).

¹¹² Hydrogen Valley (Joint Partnership between Cadent Gas, National Gas Transmission, Guidehouse and Premzero) 2023 – Bringing Hydrogen to the West Midlands and East of England. Executive Summary. Available at: <https://hydrogenvalley.co.uk/getmedia/7f631bd1-32ba-4711-97e0-c28744488394/Hydrogen-Valley-Final-Report-Executive-Summary.pdf>.



Hydrogen provides a potential solution to the land-locked nature of the region and the relatively limited access to offshore wind. Notably as noted in Section 5.7.1, and in Table 5-11 there is significant reliance on the provision of hydrogen in two of the pathways to net zero, though to varying degrees. However, it is increasingly clear that Hydrogen will play a role in ensuring that advanced, heavy and light manufacturing processes are viable at the scales assumed by the growth strategy in the SWLP.

5.7.3 District Heat Network

There are still no heat networks in place in the South Warwickshire area with initial feasibility work ongoing. There have been no material changes to the baseline position set out in section 4.7 of the IDP Part 1. New development associated with the SWLP could help support the establishment of district heat networks, including in those areas where potential has already been identified. The IDP will be updated with additional information in relation to specific sites and locations.

At the national level¹¹³, the government continues to support the roll out of Heat Networks and is looking to invest in projects. This includes a national wide commitment to increase the relative size of the heat market from 3% in 2024 to 20% in 2050. To deliver this, it is expected that there will be £80 billion of potential investment in the industry, increasing supplied Terrawatt hours (TWh) from 12.9 TWh in 2020 to 95 TWh. Given the scale of this national ambition, it is like that there will be the introduction of District Heat Networks during the plan period of the SWLP, especially in the urban areas of South Warwickshire Local Plan (SWLP).

5.7.4 Water Supply and Sewerage

Severn Trent are still in place as the water supplier and sewerage provider for most of the South Warwickshire Area, with some areas that are served by Thames Water. Severn Trent Water Resources Management Plan remains in place at the strategic level regarding water supply. Likewise, the Drainage and Wastewater Management Plan 2023 remain in place for the

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management of drainage and wastewater system. Severn Trent is currently in the early stages of working on 'Cycle 2' of its Drainage and Wastewater Management Plan which will guide its investment for the period 2030-2035.

In their consultation response to the SWLP Preferred Options Consultation, Severn Trent provided comments on each of the potential Strategic Growth Locations, Potential New Settlements, and Major Investment Sites. These comments outline the capacity and environmental constraints of the Wastewater Treatment Works likely to serve each potential development, whether network upgrades would be required, and the overall risk level for each location. Severn Trent's response also highlights that Schedule 3 of the Flood and Water Management Act will remove the automatic right for new developments to connect to the existing water sewage system¹¹⁴.

The JBA Water Cycle Study¹¹⁵ remains the latest evidence regarding headroom capacity and has informed considerations of capacity at wastewater works in the South Warwickshire area. The Water Cycle Study has been updated to reflect specific provisions in the SWLP.

Initial conclusions as outputs from this work conclude that there are 16 Wastewater Treatment work (WwTWs) within or serving part of the study area that expected to serve growth during the Local Plan period. Of these three WwTW are current close to or exceeding their permit limit (Bidford-on-Avon, Napton and Wellesbourne WwTW). It should be noted that when assessing capacity for the purposes of planning, assessments are based on where a treatment centre has exceeded 80% of its discharge limits, whereas regulatory permit compliance measured against the 90th exceedance which represents a stricter threshold.

Based on current growth assumptions utilising a broad consideration of the development proposed in the South Warwickshire Local Plan but not focused on site-specific delivery. Further WwTWs are expected to approach or exceed their permit limits over time:

- By the end of Asset Management Period 8 (2030)
 - Shipston Fell Mill
- By the end of Asset Management Period 9 (2035)
 - Minworth
 - Itchen Bank
 - Lighthorne
 - Warwick Longbridge
- By the end of Asset Management Period 10 (2040)
 - Stratford Milcote
- By the end of Asset Management Period 11 (2045)
 - Rowington
- By the end of Asset Management Period 12 (2050)

¹¹⁴ Severn Trent Water (2025), *Response to South Warwickshire Local Plan Preferred Options Consultation*. Available at <https://southwarwickshire.oc2.uk/readdoc/148/searchrepresentations/1180> (Accessed 10/03/2026).

¹¹⁵ JBA (2024). *Coventry and Warwickshire Sub-Regional Water Cycle Study Stage – 1 Final Report*. Available at: <https://www.southwarwickshire.org.uk/doc/213040/name/Water%20Cycle%20Study%20Final%20Draft.pdf>. (Accessed: 11/03/2026)

- Gaydon

These timelines provide a broad indication of when upgrades to capacity may be required, however actual timing will depend on the phasing and distribution of sites. If development comes forward earlier is more concentrated in specific catchments, then upgrades would be required sooner than is indicated above.

5.7.5 Waste Management

The wider implications for infrastructure set out in the IDP Part 1 remain in place regarding waste management. Warwick District Council and Stratford-on-Avon District Council have operated a joint waste collection service since 2022¹¹⁶. Both councils introduced food waste collection in 2022¹¹⁷ with joint collection occurring through treatment of the South Warwickshire Councils Coleshill anaerobic digestion facility, which generates 2.4 megawatts of electricity.

The Letsrecycle league tables utilised in the IDP Part 1 have been discontinued. Waste authority data at a local authority level is available nationally as a release from the Department for Environment, Food & Rural Affairs (DEFRA)¹¹⁸, with the most recent data available for the year 2023/2024. For Warwickshire County Council, which is responsible for disposal within its administrative area, 267,832 tonnes of waste were collected. This included 242,718 tonnes of household waste, of which 127,073 tonnes was sent for recycling. Of this household recycling, 71,119 tonnes was green recycling, and 55,995 tonnes was dry recycling. 84,731 tonnes of household waste were not recycled. There were 25,158 tonnes of non-household waste collected.

For Warwick District, which is responsible for collection within its administrative area, 50,542 tonnes of waste were collected. This included 50,390 tonnes of household waste of which 28,808 tonnes was sent for recycling. Of this household recycling, 10,935 tonnes were dry recycling, and 17,837 tonnes were green recycling. 21,583 tonnes of household waste were not recycled. There were 151 tonnes of non-household waste collected.

For Stratford-Upon-Avon District, which is also responsible for collection within its administrative area, 54,582 tonnes of household waste were collected of which 33,236 were sent for recycling. Of this household recycling, 11,889 tonnes were dry recycling, and 21,337 tonnes were green recycling. 21,263 tonnes were not sent to recycling. There were 82 tonnes of non-household waste collected.

¹¹⁶ Stratford On Avon District Council. (2026). 123+ Waste Collection Service. Available at: <https://www.stratford.gov.uk/waste-recycling/123-waste-collections.cfm#:~:text=Since%20August%202022%2C%20residents%20of,that%20is%20recycled%20or%20composted..> Last Accessed: 01/04/2026.

¹¹⁷ Stratford-on-Avon District Council 2023. Press Release. Available at: <https://www.stratford.gov.uk/news/press.cfm/current/1/item/137911>. (Accessed: 01/04/2026)

¹¹⁸ Department for Environment, Food & Rural Affairs (2025). Local Authority Collected Waste Management – Annual Results. Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results/local-authority-collected-waste-management-provisional-annual-results-202324>. (Accessed: 11.03.2026)

The DEFRA Out, Waste, Our Resources: A Strategy for England remains in place¹¹⁹. However, in 2023, DEFRA published the Waste Prevention Programme for England¹²⁰ which introduced greater financial incentives to increase recycling wastes. It has also boosted the enforcement capacity on local authorities to report non-compliance. As of March 2026, all local authorities are required to collect food waste as part of the simpler recycling programme. This is reflective of a national target to recycle 65% of municipal waste by 2035, delivering a greenhouse gas emissions saving equivalent to 11.8 billion. Recycling rates have remained stable between 44% to 45% since 2015¹²¹.

5.7.6 Digital Infrastructure

The position regarding digital infrastructure set out in the IDP Part 1 largely remains in place.

The roll out of gigabit internet connectivity through project gigabit Project Gigabit¹²² has continued. The latest figures¹²³ for the roll out indicate that for Warwick District 99.4% of properties have superfast broadband (over 30mbps), whilst 88.1% now have gigabit (over 900 mbps) connections, 61.3% have full fibre connections. In Stratford-Upon-Avon District, 98.7% of properties have a superfast broadband, 88.15 has gigabit connections and 85.1% have full fibre connections. This situation is expected to improve further as the government is committed to full fibre coverage by 2033.

5.8 Flood Risk Management

No material changes to the baseline regarding Flood Risk Management have been identified since the publication of the IDP Part 1. The Level 1 Strategic Flood Risk Assessments for Stratford District and Warwick District prepared in 2022 continue to be the most recent sources of local technical evidence. The responsibilities of Risk Management Authorities in South Warwickshire remain the same as in Table 4.24 in the IDP Part 1.

Severn Trent continues to prepare Drainage and Wastewater Management Plan (DWMP) 28 which remains a consideration for flood risk management as well as water supply and sewerage, as set out in section 5.7.4 of this report. The South Warwickshire Councils are continuing to engage in its preparation.

The Environment Agency has updated the Flood Map for Planning to incorporate the latest data from the new National Flood Risk Assessment (NaFRA2). This now also includes a new 'Flood

¹¹⁹ Department for the Environment, Food & Rural Affairs. (2018). Available at: <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>. Last accessed: 11/03/2026.

¹²⁰ Department for the Environment, Food & Rural Affairs. (2023). The waste prevention programme for England: Maximising Resources, Minimising Waste.

¹²¹ Department for the Environment, Food & Rural Affairs (2026). Simpler Recycling in England: Policy Update. Available at: <https://www.gov.uk/government/publications/simpler-recycling-in-england-policy-update/simpler-recycling-in-england-policy-update>. (Accessed: 11/03/2026)

¹²² House of Commons Library (2023) *Research Briefing Gigabit broadband in the UK: Government targets, policy, and funding*. Available at: <https://commonslibrary.parliament.uk/research-briefings/cbp-8392/> (Accessed 12/03/2026)

¹²³ Think broadband (2025) *Local Broadband Information*. Available at: <https://labs.thinkbroadband.com/local/> (Accessed 12/03/2024)

Zones plus Climate Change' layer which reflects how the extents of Flood Zones 2 and 3 are expected to change over the next century factoring in existing flood defences.¹²⁴

The government provided an update to the guidance provided regarding the sequential test in October 2025 through Paragraph: 027 Reference ID: 7-027-20220825, which clarifies the interpretation of the paragraph 175 of the NPPF. It states that:

“In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.”

This minimises the extent to which the sequential test needs to be applied relative to the position set out in the IDP Part 1 for planning applications in the plan-period. However, the Level 2 SFRN sets out the sequential test on proposed allocations and applies the exception test as applicable.

¹²⁴ Environment Agency (2026), *How to Use Flood Map for Planning Data*. Available at <https://flood-map-for-planning.service.gov.uk/how-to-use-flood-map-for-planning-data> (Accessed 10/03/2026).

6 Summary of Inclusions in the Infrastructure Delivery Schedule

6.1 Transport

Part 1 of the IDP and the updates in Section 5 of this report establishes:

- The growth strategy will require significant highways improvements to the Strategic Road Network and Local Road Network. Principal considerations for the safe operation of the road network relate to the M40, M42 and A46. The starting position of the STA has been the identification that a spatial growth strategy for South Warwickshire in the period to 2050 is likely to impact on these assets regardless of the site-specific considerations, in the absence of a Local Plan, there will still be pressure for development which would also impact on the road network.
- The prioritisation of active travel and public transport trips form a key part of the priorities of the spatial growth strategy and have informed the Sustainable Travel and Economy hybrid growth strategy.
- A key identified aspect of the spatial growth strategy is the delivery of two new settlements at Hatton and Long Marston Airfield, both of which require significant pieces of enabling infrastructure including the Stratford-upon-Avon Bypass, and rail improvements. In some cases, strategic infrastructure exists across multiple sites, for example development proposals south of Stratford provides opportunities for further funding of the SSWRR, and development west of Warwick provides further opportunities for improvements to the A46. This underlines the importance of strategic infrastructure considerations alongside site specific infrastructure requirements.

Active Transport

The Infrastructure Delivery Schedule (IDS) includes a range of active travel schemes that have been identified as projects to be delivered in the plan period. Many of these relate specifically to strategic allocations, however in some cases these have been identified as outstanding commitments from Neighbourhood Development Plans. Infrastructure projects arising from Neighbourhood Development Plans in Warwick and Stratford-upon-Avon District form part of the Infrastructure Delivery Schedule but sit separately in Appendix C and Appendix D respectively.

Strategic Road Network

Initial outputs relating to the impacts of planning growth on the Strategic Road Network (SRN) have been received and shared with stakeholders such as National Highways. The key identified improvement measures in the STA are improvements and rationalisation to Junction 13 and 14 of the M40. Additionally, improvements are required to increase capacity at Junction 15 and on the A46 more generally. There has been no funding allocated by the Department for Transport (DfT) for these in the Road Investment Strategy 2 or Road Investment Strategy 3 in the period to 2031, which means further engagement is required by promoters to ensure that funding is

possible, and in place, ahead of delivery. Discussions with the Site Promoters at SG09: South of Europa Way Group indicate that they are willing to fund the improvements to Junction 13 and 14 upfront, however arrangements are to be confirmed with Warwickshire County Council.

The STA identifies a series of improvements to the SRN that are not linked to any overarching sites but are required to ensure highways safety. These are provided in the Appendix B, in the thematic element of the Infrastructure Delivery Schedule. The STA identifies major link development roads which play a key role in mitigating the impact of the growth set out in the South Warwickshire Local Plan on the SRN, these are:

- South of University of Warwick Campus Link Road
- Stoneleigh Park Link Road
- Greys Mallory/M40/Junction/Link Road
- The Stratford-upon-Avon Bypass
- Link between UoW Campus and A429 (towards the new M40 J13/14 junction)
- The Wellesbourne Link

Local Road Network

In addition to the SRN, the STA has carried out modelling work on the Local Road Network (LRN). Following inputs from WCC, and masterplanning work from AECOM, access arrangements and a series of LRN improvements to ensure highway safety have been provided in the IDS. It is accepted that some of these may evolve through the examination of the Local Plan subject to further negotiations between site promoters and WCC. Additionally, it is recognised that these will be considered again as part of any future planning applications, and so some flexibility is assumed as part of the IDP's nature as a living document.

Public Transport

The Infrastructure Delivery Schedule identifies several public transport schemes, typically to support development delivery at new settlements and strategic ensuring that there is sufficient connectivity to existing settlements and centres. It is expected that further updates will be required to the Warwickshire Bus Service Improvement Plan to account for this growth. These schemes are typically multi-modal transport corridors, transport hubs or adjustments to the frequency or route of existing schemes to ensure that strategic developments are adequately served by public transport options, in line with the preferred spatial growth strategy – sustainable travel and economy.

Rail

Rail investment is a key element of the infrastructure provision to support the spatial growth strategy. Opportunities continue to be explored to secure rail connectivity to the wider North Cotswold Rail Corridor via the Stratford-upon-Avon Honeybourne Line. This remains a long-term ambition but lacks a funding strategy currently. It is noted that the West Midlands Rail Investment Strategy schedules its own review of proposals during the 2040-2050 period towards the end of the plan period. Given this timeframe, and the lack of clear funding mechanism, this is regarded as desirable scheme currently, though this may be reviewed in due course were funding to be found. In addition to this significant piece of infrastructure, more localised proposals are seen at a range of Strategic Allocations including Hatton, SG01: South of Coventry

SG08: West of Warwick, SG23: North in Henley in Arden, typically for station improvements. In the case of SG01: South of Coventry, opportunities to dual the railway line and deliver a new railway station alongside Very Light Rail proposals align with the WMRIS.

Following further refinement of the spatial development strategy, the revised list of sites was circulated with the WMRE and Midlands Connect, setting out implications for arising from Strategic Growth Locations. Midlands Connect responded in May 2025, which set out issues are double tracking the railway to connect to the multi-modal transport hub at SG01: South of Coventry. The double tracking is likely to occur in two phases, firstly between Leamington Spa and Kenilworth, and then between Kenilworth and Coventry which would require third party land. The WMRE also provided an update on their position in May 2025. They noted that Site B1: Hatton had good opportunities for service enhancements as part of the Local Plan. They noted that an enhanced service from Hatton Station would require additional infrastructure provision, namely:

- Deliver reinstatement of Birmingham Snow Hill Platform 4 as part of Midlands Rail Hub project.
- Provide new track crossover at Royal Leamington Spa station to allow services from the Warwick direction to terminate in Platform 1 without requiring an inefficient shunt move.
- Provide new track crossover at Kidderminster station, allowing services from Birmingham to terminate without an inefficient shunt move.

These infrastructure enhancements would allow a restructuring of services on the Snow Hill lines to allow improved services to be delivered at Hatton and Warwick Parkway as part of the Midlands Rail Hub project. The WMRE consider that the significant amount of housing will assist in the strategic case for the investment, and this would assist in securing wider funding. However, they still anticipate that wider funding is needed to deliver these changes.

The WMRE confirmed their view, having had discussions with Midlands connect, that the case for double tracking the railway between Coventry and Leamington was likely to cost between £100m-200m depending on the amount of infrastructure provided. It is considered low in likelihood that this project will commence in the short to medium term, as any business case would be challenging given the existing bus service provision between Central Coventry, Coventry and Warwick University. The expected cost for reinstating the Stratford-Honeybourne Line is <£500 million, and that is without consideration of the wider implications for the North Cotswold Line. A comparable scheme for reinstating 21 miles from Bicester to Bletchley (roughly twice the length), cost £1.3 billion and acts as a benchmark.

Next Steps

Some of the transport infrastructure projects proposed to support the South Warwickshire Local Plan are ambitious in scope, however they are necessary to accommodate the amount of growth required to deliver the ambitious housing targets set for both districts by the standard method for calculating housing need. Many of these infrastructure requirements, especially those related to the SRN, are likely to be needed whether the Councils have a plan in place or not, and the SWLP offers an opportunity to address some of these strategic issues.

Further work is still required to understand the future growth-related travel impacts across the administrative area of both Councils. For the Local and Strategic Road Network this means maintaining a collaborative relationship with WCC and National Highways to ensure that the mitigation that is put in place is both effective and deliverable.

The focus of transport infrastructure is primarily on delivering infrastructure that is required to support Strategic Allocations, however in some cases additional active and public transport schemes have been identified. The Councils will seek to ensure that funding opportunities are explored to enable the delivery of these through off-site contributions where applicable to development that is proposed through the SWLP.

It is noted that the evidence base for Transport-related infrastructure is likely to be updated over the coming years, and throughout the plan period. As such, it will be necessary to update elements of the IDP to keep it up to date. The Councils will continue engaging in enabling work so that proposals necessary to deliver the growth strategy are prioritised in the funding strategies of partner bodies as applicable.

6.2 Education

Part 1 of the IDP and the updates in Section 5 of this report established:

- The latest Warwickshire County Council Annual Education Sufficiency update has confirmed a shortfall in places by 2031/2032. This will need to be addressed through developer contributions when applicable to ensure that capacity is in place for additional school places (either through expansion of existing schools or provision of new ones) to meet demand arising from development proposals.
- Recorded capacity is dropping for early years providers, however the overall surplus as a percentage of capacity is increasing as the birth rate falls on a national and local level.
- There is identified pressure at the primary level in a range of locations, notably Kineton and Stratford-on-Avon. These locations are also seeing pressure at the secondary level and are key locations of concern, with initial feasibility work underway to increased planned provision across the current forecast period.

Engagement with WCC has indicated that a development of between 1,500 and 2,000 dwellings would require a new primary school. WCC have also identified where they consider that Local Growth Locations would collectively require additional primary school provision, either through the expansion of existing facilities or through the provision of a new primary school to serve a particular settlement. WCC has indicated that a development of 6,000 dwellings would require a new secondary school. Where Local Growth Locations cumulatively alongside the baseline need lead to the requirement for additional provision of education facilities, these have been listed in the thematic Infrastructure Delivery Schedule as applicable.

WCC has produced guidance on the amount of land required for schools. For primary schools for a 2FE school, between 1.1 and 2.9 ha of land would be required, depending on the number of pupils planned for. For a Secondary School, depending on the number of pupils a site area between 6.8 and 8.6 ha would be required, depending on the number of pupils planned for.

Between 8.7 and 10.6ha would be required for schools that include provision for post 16 education.¹²⁵

6.2.1 Next Steps

Engagement with Warwickshire County Council's Strategic Infrastructure Team has played a key role in forming the preferred list of sites for the spatial growth strategy. WCC continue to monitor school capacity across the SWLP area through regular reviews of pupil numbers and identified sites where development would be inappropriate due to the lack of available education places or identifiable education solution. Where on-site education solutions are required by development, these have been provided in the IDS. However, development proposals may be expected to make contributions based on future changes in provision. The Councils will continue to engage with WCC throughout the plan period to ensure that development proposals impact on education capacity is accounted for and funded through developer contributions as applicable.

6.3 Healthcare

Part 1 of the IDP and the updates in Section 5 of this report established:

- South Warwickshire tends to have a better capacity than the national average at the GP level, though this varies from practice to practice. Likewise, primary care networks across the districts generally outperform the national average on key statistics. Engagement with the Coventry and Warwickshire ICB noted the importance of including primary care infrastructure in S106/Community Infrastructure Levy Funding Mechanisms.
- It is vital that strategic development proposals ensure that they offer new healthcare facilities, or contributions to existing facilities where required. It is also important to consider the role that other community facilities in enabling healthy lives, including local shops, meeting places/village halls, sports facilities, pubs and places of worship.
- South Warwickshire faces an ageing population, with a 30% increase of residents aged over 75 by 2030 compared to the figure for 2020 across Warwickshire as a whole.

6.3.1 Next Steps

The SWLP and IDS identify sites where the provision of healthcare facilities or improvements to existing facilities are likely to be required. Typically, these are at New Settlements and Larger SGLs. However, continued engagement is required to refine the assessment of future needs.

There is no requirement for a new hospital arising from the growth proposed in the SWLP, however contributions will be required to make improvements to existing facilities, for example planned growth at Warwick Hospital.

¹²⁵ WCC (2023) *Developers' Guide to Contributions for Education and Early Years Provision*. Available at <https://api.warwickshire.gov.uk/documents/WCCC-555761535-597> (Accessed 16/09/24).

6.4 Emergency Services

Part 1 of the IDP and the updates in Section 5 of this report established:

- Emergency services are generally mixed in their performance with areas to improve and areas that are considered adequate. The Fire and Rescue Service and Ambulance Service are both making the savings required of them effectively.
- Warwickshire Police force is proposed to be reorganised by the Home Office as part of its proposals for fewer larger police forces across England. Reforms also see the potential abolition of the role of police and crime commissioner.

6.4.1 Next Steps

The Fire and Rescue make S106 claims for the development of new dwellings and non-residential buildings across Warwickshire. The fire and rescue service calculates its capital requirement to be £279 per new dwelling for residential developments and £12 per square metre for non-residential development.

The Warwickshire Fire and Rescue Service, and Warwickshire Police are both funded in part through council tax receipts, and so will be inherently supported by creation of additional households through the growth outlined in the South Warwickshire Local Plan.

6.5 Community Facilities

Part 1 of the IDP and the updates in Section 5 of this report established:

- South Warwickshire sees increased demand for burial space, with most cemeteries in Warwick District being full, and increased demand for cremations at Oakley Wood Crematorium. A gap in the evidence of the IDP exists around demand and capacity for burials and cremations in Stratford-upon-Avon District.
- There is a slight reduction in the number of book issues from libraries reflecting marginal fall in demand, though overall demand remains high in terms of the number of visits seen across Warwickshire which is increasing. This reflects the important role that libraries play as social hubs alongside their functional role in the loaning of books.

6.5.1 Next Steps

Warwickshire County Council seek library contributions to help fund improvements to facilities and services. These improvements may include purchase of additional stock, targeted collections, additional seating/study spaces or related facilities, improved family facilities, and targeted promotions to inform new residents of available services. A contribution request will typically be made for developments of 25 dwellings or more. The calculation used for these requests is average % of residents who are members of the library within the county multiplied by the number of expected inhabitants of development times cost per visit.¹²⁶ It is therefore reasonable to assume that the developers of large urban extensions or new settlements, as well as large windfall sites, would be expected to contribute towards library services.

¹²⁶ WCC (date unknown) *Obligations by Service Area – Libraries*. Available at <https://www.warwickshire.gov.uk/obligations-service-area/libraries/1> (Accessed 13/09/2024).

The end of the UK Share Prosperity Fund and Rural Prosperity Fund continues to have implications for the delivery of community services in Warwickshire. The Councils will explore options to receive funding and investment as applicable from the WMCA Growth Fund, however it is accepted that this is likely to be lower and more focused on other form of infrastructure, most notably the transport network.

6.6 Green and Blue Infrastructure

Part 1 of the IDP and the updates in Section 5 of this report established:

- There are currently a good range of Green and Blue Infrastructure assets and a network of biodiversity sites across South Warwickshire. This reflects its character as consisting of very rural and heavily urbanised areas.
- Development proposals are required to take advantage of Green and Blue Infrastructure assets as part of any master planning to ensure a wide range of benefits both in term of human health, and broader environmental benefits. Where applicable S106 agreements and the Community Infrastructure Levy will be used to deliver off-site green infrastructure.

6.6.1 Next Steps

There are a wide range of playing pitches across South Warwickshire, with need of maintenance and investment. These have been identified in the Playing Pitch Strategy, these outputs form part of the IDS, however all these locations may be appropriate for CIL and S.106 related improvements as identified by Parish Councils and other bodies as applicable, however the cumulative cost of upgrading all of the pitches identified may be cost prohibitive. Other funding sources may therefore need to be explored. The full list of projects is available in Appendix 4a and 4b of the Playing Pitch Strategy¹²⁷. These projects form part of the IDS and have been included as a single reference point within it. For the purposes of the IDS all these projects are considered to be desirable given that they represent improvements to existing facilities.

6.7 Utilities and Digital

Part 1 of the IDP and the updates in Section 5 of this report established:

- The decarbonisation of the energy grid has significant implications for growth across the plan period of the South Warwickshire Local Plan, especially in terms of the impact on employment provision. There will be substantial demand for new energy sources such as solar farms and battery storage. Opportunities for the provision and use of hydrogen in the energy mix may also gather pace depending on the route to net-zero that plays out nationally over the plan period.
- Greater emphasis is being placed on local performance regarding the waste management, with efforts to increase the amount of household waste that is recycled following a long period of stagnation since the mid-2010s. Both Councils have a good

¹²⁷ South Warwickshire Councils (2025). Playing Pitch Strategy. Available at: <https://www.southwarwickshire.org.uk/swlp/technical-evidence.cfm> (Listed under a Healthy, Safe and Inclusive South Warwickshire).

track record in collection, which included early introduction of measures to collect food waste.

- Digital infrastructure continues to improve in South Warwickshire, with the rollout of full-fibre and ultra-fast broadband to households across both districts nearing completion.

6.7.1 Next Steps

The South Warwickshire Local Plan does not identify or allocate renewable energy sites within the Local Plan. However, their provision is supported through a sequential approach that respects the role and function of the landscape, and the quality of agricultural land if applicable. The Councils will continue to engage with the National Grid to understand the strategic implications of the ongoing changes to the energy mix at a regional and national level to ensure that appropriate supply is in place for commercial and residential uses, ensuring that important role that sites in South Warwickshire play in the nation industrial strategy and sub-regional economy is maintained.

6.8 Flood Risk Management

Part 1 of the IDP and the updates in Section 5 of this report established:

- The main risk of fluvial flooding is associated with the River Avon and its tributaries which affects the urban areas of Warwick, Stratford-upon-Avon and Bidford-on-Avon. There are also flood risks associated with the River Stowe at Southam, the River Stour at Shipston and the River Leam at Leamington. Most of the settlements across the districts are at negligible risks of groundwater flooding.
- There are a range of ongoing schemes across both districts to manage flood risk which have been identified.

6.8.1 Next Steps

The Councils have published the SFRA Part 2 in support of the application. Engagement continues with WCC in their capacity as the Lead Local Flood Authority (LLFA), Severn Trent Water and site promoters to ensure that an optimal approach to flood risk is taken over the plan period, noting that vulnerability of South Warwickshire's settlements to increasing levels of flood risk associated with the climate crisis.

7 Conclusions and Future Governance

7.1 Overview

Having assessed the wider evidence base developed in support of the South Warwickshire Local Plan, reviewed engagement with relevant stakeholders, several key conclusions can be drawn from Infrastructure Delivery Schedule.

In terms of delivering the growth proposed through the South Warwickshire Local Plan, the key pieces of critical infrastructure are improvement at Junction 13 and Junction 14 of the M40 and the delivery of the Stratford Upon Avon South Western Bypass. The Councils will work positively with local, regional and national partners to demonstrate the deliverability of these projects to enable the spatial growth strategy. At the time of the preparation of the IDP Part 2, it is understood that funding is in place for the improvement works to the motorway junctions via the site developers and funding of the bypass is being pursued with a reasonable prospect that this will be secured.

The Infrastructure Delivery Schedule has been presented in two key parts. Firstly, through the thematic identification of infrastructure projects that apply across South Warwickshire, and secondly, through the identification of infrastructure requirements for specific strategic allocations. This reflects the amount of growth proposed through the SWLP, and the importance of the consideration of these sites. The IDS has identified 268 pieces of infrastructure, of which 168 were related to a new settlement or strategic growth location. The remaining 100 piece of infrastructure were non-site specific and relate more closely to an infrastructure theme, typically highways or education. This does not include the extensive additional pieces of infrastructure identified in the Playing Pitch Strategy, Built Facilities Strategy and review of NDPs which are all single items within the IDP but include many entries within their own right.

The infrastructure requirements of strategic allocations have arisen from review of developer-led masterplans by AECOM, who have considered how strategic allocations interact with their respective constraints to provide an infrastructure delivery schedule for each New Settlement and Strategic Growth Location. In some locations, flexibility has been retained, for example, at community centres, where future reserved matters applications will define the exact type of development that comes forward to take account of future community needs.

7.1.1 Critical infrastructure

Critical infrastructure is infrastructure that must happen to enable growth. Without critical infrastructure being in place, development cannot overcome constraints, and so cannot proceed. These are items that would effectively prevent the development coming forward, and more commonly relate to highways, transport and utilities infrastructure. As phasing considerations these are usually linked to triggers that control the commencement of new developments.

Developers are encouraged to engage with providers regarding any critical infrastructure that is directly related to their proposal, to ensure that site-specific requirements are captured in the respective infrastructure's forward planning and capital project programmes.

26 Infrastructure projects have been identified as critical. These all relate to site access proposals, and key pieces of strategic off-site infrastructure that effect the SRN. LRN mitigation is essential rather than critical as it can be phased prior to occupation rather than commencement in many cases.

7.1.2 Essential infrastructure

Essential infrastructure is required to mitigate the impacts arising from the development. These mitigation schemes are typically required to make the development acceptable in planning terms. Typically, they relate to the increase in population generated by the development, such as additional school places, future travel requirements, provision of open space and play space.

228 Infrastructure projects have been identified as essential, by far the typical typology of infrastructure in the IDS. These are typically phased to be delivered prior to the occupation of dwellings as part of development masterplans.

7.1.3 Desirable infrastructure

All the remaining infrastructure projects provides in the IDS have been identified as being desirable for sustainable development. These projects include some projects that may be required at New Settlements and Strategic Growth Locations, however there are questions about the approach which still need to be resolved, often due to phasing with other projects, notably at SG08 and SG09. Desirable projects also include projects identified in other documents, including the Playing Pitch Strategy, Neighbourhood Development Plans and the Built Facilities Strategy.

Desirable infrastructure is required to support wider strategic or site-specific objectives. These are typically set out in planning policy but would not necessarily prevent the development from coming forward. Typically, this type of infrastructure has a less direct relationship with the additional population generated by new developments and is more influenced by whether a person chooses to use this facility or service.

7.1.4 Future Governance

As confirmed in IDP Part 1, it is anticipated that both Councils will continue to operate separate regimes in relation to developer contributions. This will be necessary for governance purposes and to maintain transparency in terms of the collection and use of developer contributions. A joint approach to updating the current CIL schedules, is being pursued.

Many of the infrastructure projects identified in the IDP require future funding arrangements, and many cases require forms of external funding. Where these funding gaps exist for critical and essential pieces of infrastructure, the Councils continue to work positively with stakeholders and developers to find solutions to make sites deliverable.

It is vital that infrastructure is delivered through a joined-up approach. Indicative concept masterplans have been prepared for each New Settlement and Strategic Growth Location. These are expected to inform developer led masterplans which will be submitted to the relevant local planning authority prior to the submission of planning applications. A planning application will then be expected demonstrate how the masterplan will be complied with, having identified

trigger points for the delivery of infrastructure as part of the overall phasing strategy. The early provision of temporary facilities until permanent facilities are in place will be encouraged.

7.1.5 Next Steps

The IDP remains a live document. This means that the opportunity to exists to resolve and mitigate against areas of uncertainty throughout the plan period of the SWLP. This reflects changing costs of delivery of infrastructure, changing timelines for delivery, and the event that there are changes in provisions or apportionment of costs between developers. With that in mind, key tasks for maintaining the IDP as live document include:

- Establishing cross-boundary governance arrangements between Warwick District and Stratford-upon-Avon District. Given the joint the nature of the plan, some issues will arise through cross-boundary considerations, and so it is vital that a clear structure is in process for continued shared use of the IDP between both Councils.
- Identifying a timeline for review; aligning with each Council's Authority Monitoring Report and production of Infrastructure Funding Statements for CIL and S.106 on an annual basis. Both Councils are in the process of a joint exercise to update their CIL charging schedules alongside the preparation of the South Warwickshire Local Plan which will be informed by the outputs of this IDP alongside the Whole Plan Viability Assessment.
- Identifying triggers for review, typically due to updates in site-wider masterplans through negotiations with developers, but also due to significant funding changes for strategic infrastructure or changes in the trajectory for the delivery on a specific site.

Appendix A – Schools in the SWLP Area

Table B1 Primary Schools in the SWLP Area

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
2639	Acorns Primary School	Primary	Y	Stratford on Avon	15	105	92
4240	Alcester Academy	Secondary	Y	Stratford on Avon	130	650	639
5407	Alcester Grammar School	Secondary	Y	Stratford on Avon	150	750	1299
3588	All Saints C.Of E. Academy	Primary	Y	Warwick	20	140	130
3154	All Saints C.Of E. Junior School, Warwick	Primary	N	Warwick	60	240	225
3002	Alveston C.Of E. Primary School	Primary	N	Stratford on Avon	30	210	209
4190	Aylesford School and Sixth Form College	All Through	Y	Warwick	30 P & 180 S	1240	1065
3587	Barford St. Peter's C.Of E. Primary School	Primary	N	Warwick	30	210	204
3011	Bidford-On-Avon C.Of E. Primary School	Primary	N	Stratford on Avon	45	315	312
2014	Bishops Itchington Primary School	Primary	Y	Stratford on Avon	30	210	210
3141	Bishops Tachbrook C.Of E. Primary School	Primary	N	Warwick	30	210	238
2603	Bishopton Primary School	Primary	N	Stratford on Avon	30	210	327
3014	Brailes C.Of E. Primary School	Primary	Y	Stratford on Avon	15	105	93
2327	Briar Hill Infant School	Primary	N	Warwick	90	270	296
2053	Bridgetown Primary School	Primary	N	Stratford on Avon	60	420	378
2330	Brookhurst Primary School	Primary	N	Warwick	60	420	405
2033	Budbrooke Primary School	Primary	Y	Warwick	30	210	191
3143	Burton Green C.Of E. Academy	Primary	Y	Warwick	15	105	96
4192	Campion School	Secondary	Y	Warwick	210	1050	1245

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
2312	Clapham Terrace Community Primary School and Nursery	Primary	Y	Warwick	30	210	212
2017	Claverdon Primary School	Primary	N	Stratford on Avon	30	210	206
2308	Clinton Primary School	Primary	N	Warwick	30	210	217
2623	Coten End Primary School	Primary	Y	Warwick	90	630	653
3021	Coughton C.Of E. Primary School	Primary	Y	Stratford on Avon	20	140	184
3144	Cubbington C.Of E. Primary School	Primary	N	Warwick	30	210	207
5203	Dunnington C.Of E. Primary School	Primary	N	Stratford on Avon	15	105	97
2332	Emscote Infant School	Primary	N	Warwick	60	180	157
3024	Ettington C.Of E. Primary School	Primary	N	Stratford on Avon	30	210	200
7028	Evergreen School	Special	Y	Warwick	N/A		286
2024	Great Alne Primary School	Primary	N	Stratford on Avon	16	112	13
3031	Hampton Lucy C.Of E. Primary School	Primary	N	Stratford on Avon	15	105	80
3032	Harbury C.Of E. Primary School	Primary	Y	Stratford on Avon	30	210	200
2056	Heathcote Primary School	Primary	Y	Warwick	60	420	428
2059	Henley-In-Arden C.Of E. Primary School	Primary	Y	Stratford on Avon	30	210	114
4108	Henley-In-Arden School	Secondary	Y	Stratford on Avon	140	700	683
3204	Holy Trinity C.Of E. Primary School	Primary	N	Stratford on Avon	60	420	416
3035	Ilmington C.Of E. Primary School	Primary	N	Stratford on Avon	17	119	114
1020	Kenilworth Nursery School	Nursery	N	Warwick	N/A		72
4236	Kenilworth School and Sixth Form	Secondary	Y	Warwick	300	1500	1980
3308	Kineton C.Of E. Primary School	Primary	Y	Stratford on Avon	30	210	208
4110	Kineton High School	Secondary	Y	Stratford on Avon	180	900	1083
4601	King Edward VI School	Secondary	Y	Stratford on Avon	87	435	879

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
2060	Kingsway Community Primary School	Primary	Y	Warwick	30	210	179
3147	Lapworth C.Of E. Primary School	Primary	N	Warwick	30	210	171
2064	Lighthorne Heath Primary School	Primary	N	Stratford on Avon	15	105	103
2071	Lillington Primary School	Primary	Y	Warwick	30	210	212
3211	Long Itchington C.Of E. Academy	Primary	Y	Stratford on Avon	30	210	179
3040	Loxley C.Of E. Community Primary School	Primary	N	Stratford on Avon	6	42	36
3041	Mappleborough Green C.Of E. Primary School	Primary	N	Stratford on Avon	17	119	116
2606	Milverton Primary School	Primary	N	Warwick	45	315	324
5205	Moreton Morrell C.Of E. Primary School	Primary	Y	Stratford on Avon	15	105	104
2075	Myton Gardens	Primary	Y	Warwick	30	210	65
5403	Myton School	Secondary	Y	Warwick	284	1420	1762
3214	Newbold And Tredington C.Of E. Primary School	Primary	Y	Stratford on Avon	15	105	65
2325	Newburgh Primary School	Primary	N	Warwick	60	420	301
4237	North Leamington School	Secondary	Y	Warwick	240	1200	1482
4015	Oakley School	All Through	Y	Warwick	30 P & 206 S	1110	575
3546	Our Lady and St Teresa's Catholic Primary School	Primary	Y	Warwick	30	210	137
3500	Our Lady's Catholic Primary School	Primary	Y	Stratford on Avon	15	105	109
2309	Park Hill Junior School	Primary	N	Warwick	60	240	249
2605	Priors Field Primary School	Primary	N	Warwick	30	210	208
2043	Quinton Primary School	Primary	N	Stratford on Avon	30	210	214
3152	Radford Semele C.Of E. Primary School	Primary	N	Warwick	30	210	211
2057	Salford Priors C.Of E. Academy	Primary	Y	Stratford on Avon	15	105	25

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
4113	Shipston High School	Secondary	Y	Stratford on Avon	120	600	527
5206	Shipston-on-Stour Primary School	Primary	Y	Stratford on Avon	60	420	400
3057	Shottery St. Andrew's C.Of E. Primary School	Primary	N	Stratford on Avon	15	105	106
2637	Shrubland Street Community Primary School	Primary	N	Warwick	30	210	205
2046	Snitterfield Primary School	Primary	N	Stratford on Avon	15	105	99
4114	Southam College	Secondary	Y	Stratford on Avon	270	1350	1637
2624	Southam Primary School	Primary	Y	Stratford on Avon	60	420	412
3585	Southam St James C.Of E. Academy	Primary	Y	Stratford on Avon	30	210	149
3544	St. Anthony's Catholic Primary School	Primary	N	Warwick	30	210	210
3541	St. Augustine's Catholic Primary School	Primary	Y	Warwick	30	210	181
4730	St. Benedict's Catholic High School	Secondary	Y	Stratford on Avon	120	600	457
3506	St. Gregory's Catholic Primary School	Primary	Y	Stratford on Avon	30	210	209
2620	St. John's Primary School	Primary	N	Warwick	30	210	252
3547	St. Joseph's Catholic Primary School, Leamington	Primary	N	Warwick	30	210	211
3589	St. Lawrence C.Of E. (Voluntary Aided) Primary School	Primary	N	Stratford on Avon	30	210	199
3157	St. Margaret's C.Of E. Junior School	Primary	N	Warwick	90	360	356
3545	St. Mary Immaculate Catholic Primary School, Warwick	Primary	N	Warwick	20	140	141
3508	St. Mary's Catholic Primary School	Primary	Y	Stratford on Avon	15	105	99
3505	St. Mary's Catholic Primary School, Southam	Primary	Y	Stratford on Avon	30	210	138
3507	St. Mary's Catholic Primary School, Studley	Primary	Y	Stratford on Avon	30	210	217
3595	St. Nicholas' C.Of E. Primary School, Alcester	Primary	Y	Stratford on Avon	60	420	414
3146	St. Nicholas C.Of.E Primary School, Kenilworth	Primary	Y	Warwick	60	420	414
3543	St. Patrick's Catholic Primary School	Primary	Y	Warwick	30	210	192

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
3371	St. Paul's C.Of E. Primary School, Leamington	Primary	N	Warwick	45	315	306
3542	St. Peter's Catholic Primary School	Primary	N	Warwick	15	105	104
2049	Stockton Primary School	Primary	Y	Stratford on Avon	18	126	127
4002	Stratford Girls' Grammar School	Secondary	Y	Stratford on Avon	120	600	853
2042	Stratford-upon-Avon Primary School	Primary	Y	Stratford on Avon	30	210	218
4124	Stratford-upon-Avon School	Secondary	Y	Stratford on Avon	350	1750	1936
5408	Studley High School	Secondary	Y	Stratford on Avon	150	750	829
2055	Studley Infants' School	Primary	Y	Stratford on Avon	45	135	145
2027	Studley St. Mary's C.Of E. Academy	Primary	Y	Stratford on Avon	30	210	208
2622	Sydenham Primary School	Primary	N	Warwick	60	420	414
3311	Tanworth-In-Arden C.Of E. Primary School	Primary	Y	Stratford on Avon	30	210	193
2326	Telford Infant School	Primary	N	Warwick	90	270	234
2315	Telford Junior School	Primary	Y	Warwick	90	360	343
3066	Temple Grafton C.Of E. Primary School	Primary	Y	Stratford on Avon	15	105	110
2610	Temple Herdewyke Primary School	Primary	Y	Stratford on Avon	15	105	81
3216	The Dassett C.Of E. Primary School	Primary	N	Stratford on Avon	15	105	102
3210	The Ferncumbe C.Of E. Primary School	Primary	Y	Warwick	30	210	180
2000	The Priors School	Primary	Y	Stratford on Avon	12	84	102
2052	Thomas Jolyffe Primary School	Primary	N	Stratford on Avon	60	420	322
2307	Thorns Community Infant School	Primary	N	Warwick	60	180	169
4752	Trinity Catholic School	Secondary	Y	Warwick	120	600	373
5200	Tudor Grange Primary Academy Haselor	Primary	Y	Stratford on Avon	17	119	95
2068	Tudor Grange Primary Academy Meon Vale	Primary	Y	Stratford on Avon	30	210	223

Estab	School Name	Phase	Academy	District	PAN	Capacity based on PAN exc Nursery and Post 16	NOR Jan 26
3068	Tysoe C.Of E. Primary School	Primary	Y	Stratford on Avon	20	140	121
7005	Venture Academy	Special	Y	Stratford on Avon	N/A		49
1022	Warwick Nursery School	Nursery	N	Warwick	N/A		90
7044	Welcombe Hills School	Special	Y	Stratford on Avon	N/A		170
2058	Welford-On-Avon Primary School	Primary	N	Stratford on Avon	30	210	232
3073	Wellesbourne C.Of E. Primary School	Primary	Y	Stratford on Avon	60	420	420
2322	Westgate Primary School	Primary	Y	Warwick	30	210	198
1003	Whitnash Nursery School	Nursery	N	Warwick	N/A		83
2324	Whitnash Primary School	Primary	N	Warwick	60	420	413
2073	Wilmcote C of E Primary School	Primary	Y	Stratford on Avon	15	105	53
5201	Wolverton Primary School	Primary	N	Stratford on Avon	15	105	62
5207	Woodloes Primary School	Primary	Y	Warwick	60	420	365
3074	Wootton Wawen C.Of E. Primary School	Primary	Y	Stratford on Avon	15	105	84

Table B2 Secondary and Through Schools in the SWLP Area

Estab	School Name	Phase	Type	Academy	District	PAN	Total number of pupils on roll	Spare Capacity
4240	Alcester Academy	Secondary	Secondary	Y	Stratford on Avon	650	643	7
5407	Alcester Grammar School	Secondary	Secondary	Y	Stratford on Avon	750	771	-21
4190	Aylesford School and Sixth Form College	All Through	All Through	Y	Warwick	1240	1173	67
4192	Campion School	Secondary	Secondary	Y	Warwick	1050	1010	40
4108	Henley-In-Arden School	Secondary	Secondary	Y	Stratford on Avon	700	695	5
4236	Kenilworth School and Sixth Form	Secondary	Secondary	Y	Warwick	1410	1409	1
4110	Kineton High School	Secondary	Secondary	Y	Stratford on Avon	875	910	-35
4601	King Edward VI School	Secondary	Secondary	Y	Stratford on Avon	450	450	0
5403	Myton School	Secondary	Secondary	Y	Warwick	1393	1381	12
4237	North Leamington School	Secondary	Secondary	Y	Warwick	1200	1224	-24
4015	Oakley School	All Through	Free All Through	Y	Warwick		141	-141
4113	Shipston High School	Secondary	Secondary	Y	Stratford on Avon	620	593	27
4114	Southam College	Secondary	Secondary	Y	Stratford on Avon	1350	1347	3
4730	St. Benedict's Catholic High School	Secondary	Secondary	Y	Stratford on Avon	680	476	204
4002	Stratford Girls' Grammar School	Secondary	Secondary	Y	Stratford on Avon	600	600	0
4124	Stratford-upon-Avon School	Secondary	Secondary	Y	Stratford on Avon	1550	1684	-134
5408	Studley High School	Secondary	Secondary	Y	Stratford on Avon	780	847	-67
4752	Trinity Catholic School	Secondary	Secondary	Y	Warwick	985	473	512

Table B3 SEN Schools in the SWLP Area

Estab	School Name	Phase	Type	Academy	District	PAN	Total number of pupils on roll	Spare Capacity
7028	Evergreen School	Special	All Through Special	N	Warwick		281	
7005	Venture Academy	Special	All Through Special	Y	Stratford on Avon		48	
7044	Welcombe Hills School	Special	All Through Special	Y	Stratford on Avon		183	