

On behalf of db symmetry we are pleased to welcome you to view our emerging plans for a new logistics park at Rugby.

The site comprises the employment element of the South West Rugby allocation – a new mixed use neighbourhood of up to 5,000 dwellings - in Rugby Borough Council’s Submission Local Plan.

The South West Rugby allocation is located to the South West of Rugby town centre, to the north of the junction between the M45 Motorway, London Road (A45) and Coventry Road (B4429), and the employment element is located in the south west corner of the allocation as shown on the plan below.

The proposals are therefore being brought forward in response to Rugby Borough Council’s emerging policy framework for the South West Rugby Area.

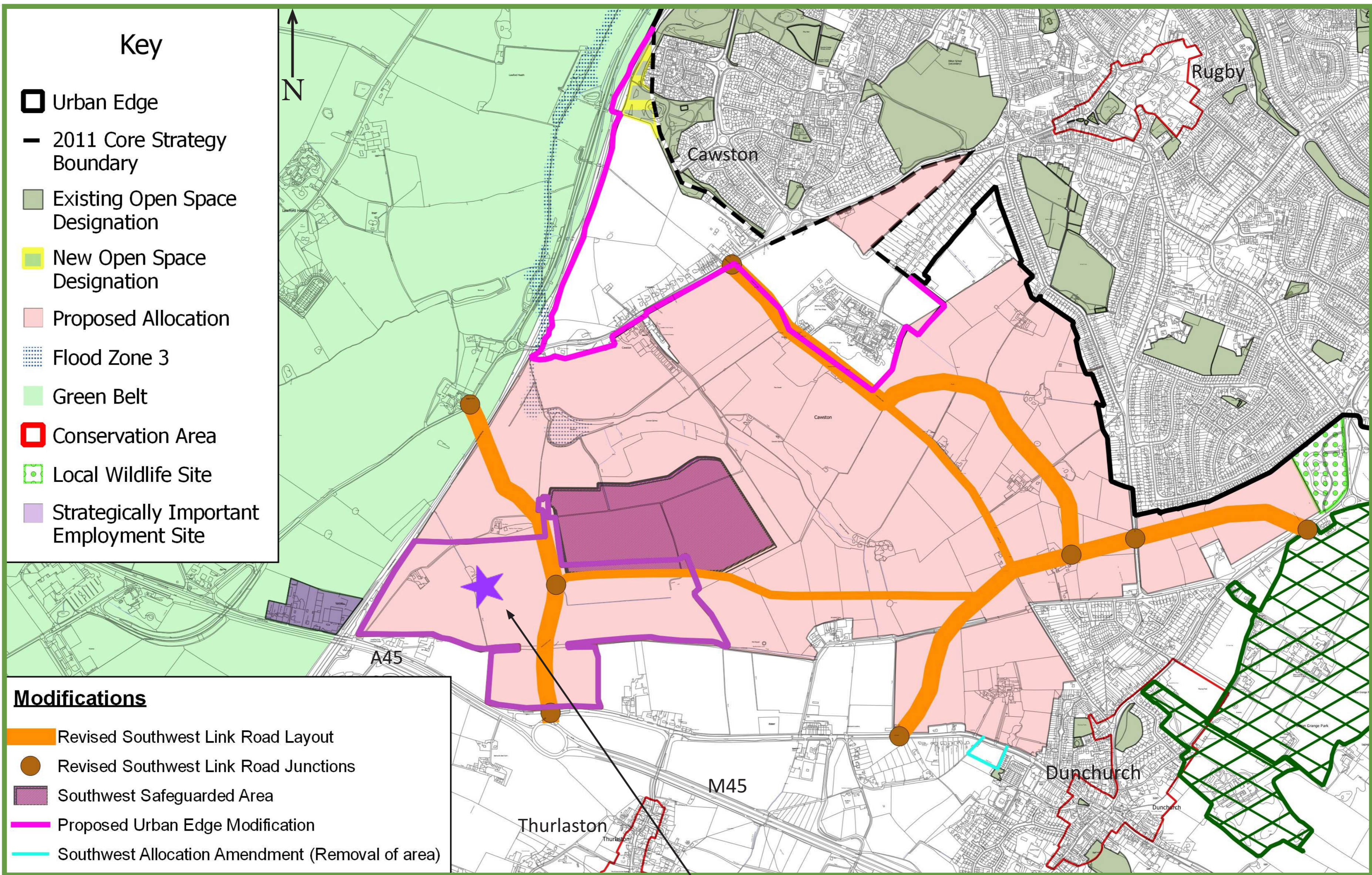
One of the driving factors in the demand for high quality logistics floorspace is the rapid growth in internet purchasing of goods. As explained on Board 6, demand dramatically exceeds supply. There is an urgent need for logistics facilities that are well connected to the strategic highway network, and the site is geographically superbly located in this respect, benefitting from direct access onto the M45/A45 and easy connections to the M1, M6 and M40 corridors beyond.

The proposals for symmetry park, Rugby respond to occupier demands for high quality logistics floorspace and provide for the early provision and delivery of jobs to meet the needs of Rugby, and deliver a sustainable balance to the current and planned housing growth to the South West of Rugby.

Early delivery of symmetry park will also bring forward significant infrastructure, including road connections, that will help facilitate the delivery of the wider South West Rugby allocation.

Please take the opportunity to speak to representatives from the project team and complete one of our comment forms.

We welcome your feedback on these proposals



Rugby Borough Council's Urban Proposals Map - South West Area Modifications (August 2017). Please note that we have modified this plan to show annotations to add context, site outlined in purple and marked with star.

symmetry park, Rugby

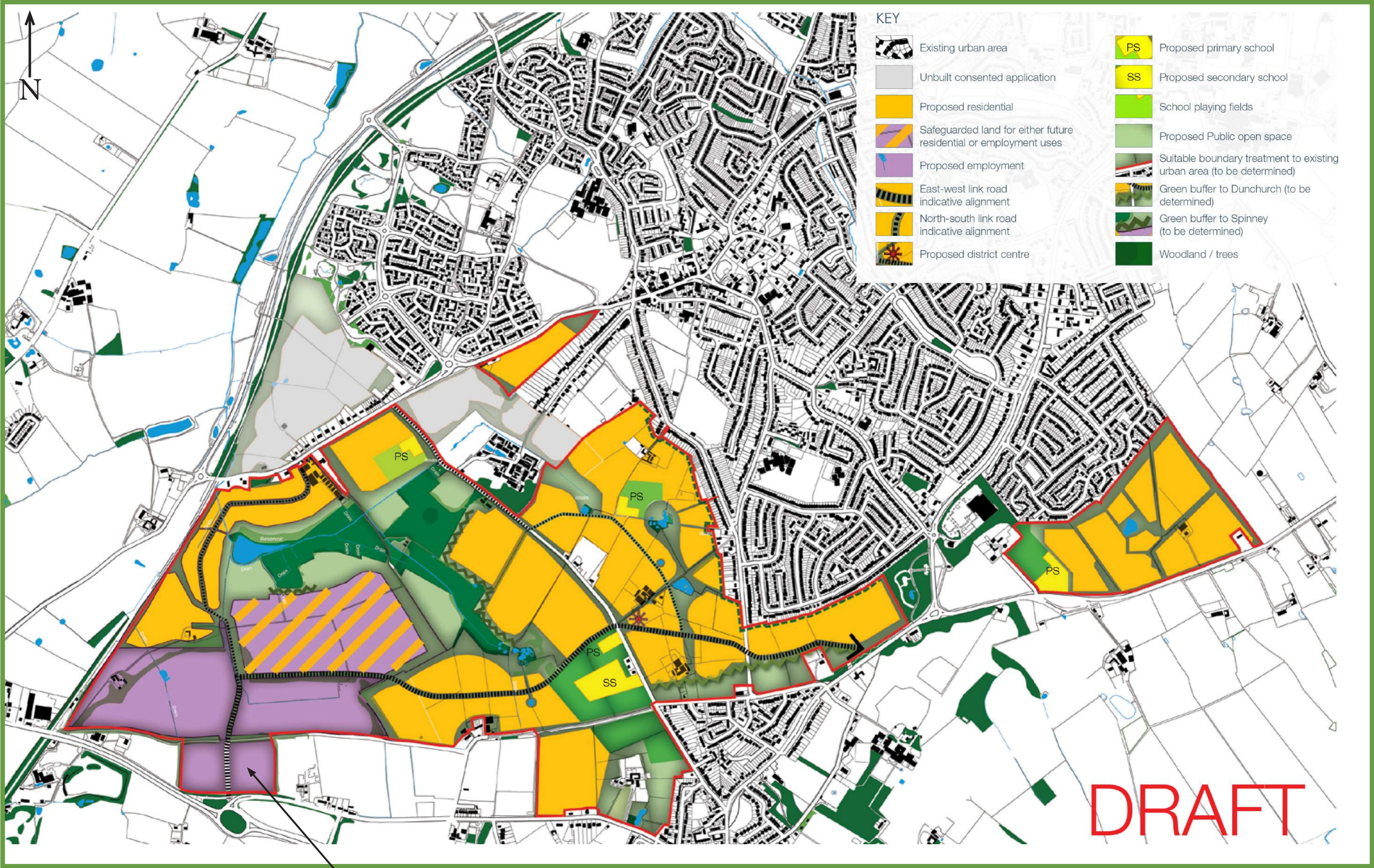
Rugby Borough Council’s Submission Local Plan allocates the South West Rugby site as a new neighbourhood for up to 5,000 dwellings and 35 ha (gross) of B8 (storage and distribution) employment land (Policies DS8 and DS9). The Local Plan has been submitted for Examination which will take place later this year, with Adoption to follow in early 2018.

Rugby Borough Council envisage that the employment land will deliver approximately 180,000 sq m of floorspace, creating approximately 2,250 jobs.

The site which is the subject of this exhibition comprises the employment element of the South West Rugby allocation, as broadly shown in the Draft Development Framework Plan from the Council's draft Supplementary Planning Document (SPD) below (additional annotations added to provide context).

The draft SPD for the South West Rugby allocation states at paragraph 7.5 that:

“With regards to the siting of the employment land, the South West Rugby allocation offers a suitable location that benefits from excellent access onto the M1 and M6 corridor via the Cawston Bypass, and via the A45 / A46. Access south to the M1 may be gained from the M45 which has vast underutilised capacity. The A45 / A46 strategic highway network provides convenient access onto the M40 at Warwick. It is considered that the land south of Coventry Road is geographically superbly located for access onto the strategic highway network in all directions. The Development Framework shows this in the south west portion of the allocation situated next to the M45.”



Draft Development Framework Plan

symmetry park, Rugby



The proposals are being brought forward in response to Rugby Borough Council’s emerging policy framework for the South West Rugby Area.

symmetry park Rugby provides an opportunity for the early provision and delivery of jobs to meet the needs of existing and future Rugby residents, as well as the wider area, and deliver a sustainable balance to the current and planned housing growth to the South West of Rugby.

Early delivery of symmetry park will also bring forward significant infrastructure, including road connections, that will help facilitate the delivery of the wider South West Rugby allocation.

The proposal is to seek an outline planning permission for up to 186,500 square metres (2,007,470 square feet) of logistics floorspace, within Class B8 of the Town and Country Planning Use Classes Order 1987, with ancillary Class B1(a) offices, together with associated site infrastructure including: lorry parking; landscaping; and, sustainable drainage, with details of the means of access included for approval. The proposals also safeguard 0.4 hectares of land for a potential fire station.

Board 4 shows the Parameters Plan for the development proposals for which planning permission will be sought. The Parameters Plan indicates the proposed ‘zones’ for development within the site including the likely scale of buildings and the number of units.

The development capacity assessed, and associated job creation, is marginally above that set in Rugby Borough Council's evidence base. This will ensure a robust assessment, and give flexibility in terms of delivering the final site layout.

Board 5 shows an illustrative masterplan option for these proposals.

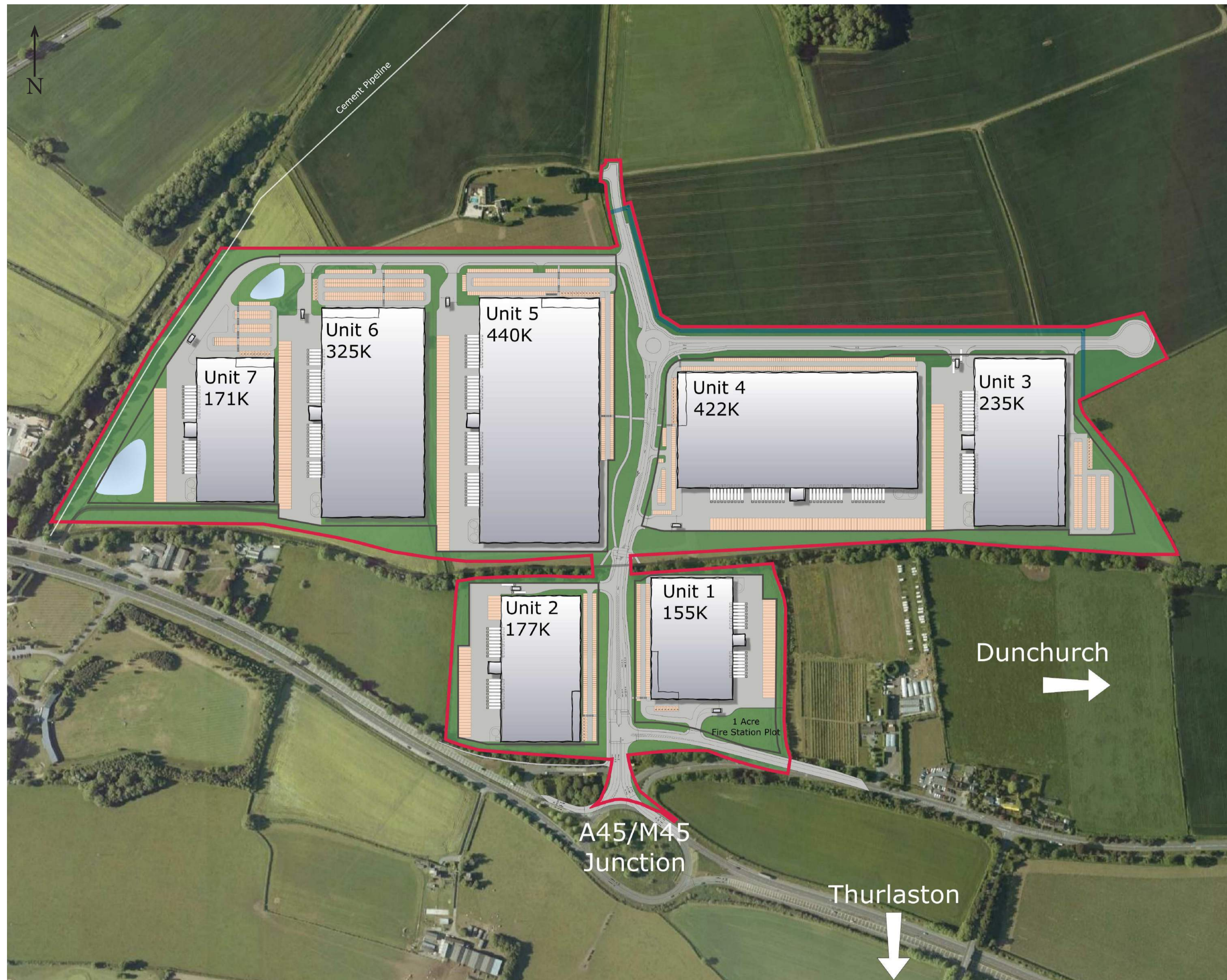
It is anticipated that most occupations will take place in response to specific operational requirements, i.e. a building is designed to meet the specific operational requirements of the company in terms of building size, servicing arrangements and ancillary floorspace uses.

Some floorspace may be constructed on a speculative basis so the buildings are ready for early occupation by companies that do not have special design requirements to be met.

The key features of the proposed development are:

- Provision of employment land early in the plan period
- Potential to deliver up to approximately 2,300 jobs
- Delivery of jobs in parallel with new homes
- Opportunity to attract new investment and job creation into Rugby
- Contribution towards the economic growth sought by Rugby
- Training and apprenticeship opportunities
- Wide spectrum of job opportunities
- Accessibility by a variety of modes of transport: pedestrian, cycle, public transport
- The provision of a high quality landscaped environment: ecology and amenity value
- Early delivery of key infrastructure, including road connections: early delivery of wider South West Rugby allocation





The need for new logistics floorspace at Rugby is supported by the evidence base for the Submission Local Plan, and the Plan specifically seeks to support the logistics sector, recognising the jobs it provides and the good transport links within the area that attract this sector.

There is an urgent need for logistics facilities that are well connected to the strategic highway network, and the site is geographically superbly located in this respect, benefitting from direct access onto the M45/A45 and easy connections to the M1, M6 and M40 corridors beyond. Further information on transport is provided on Board 7.

Companies seeking new buildings do so to achieve greater efficiency in their logistics operations. As such, the volume of a building is now almost as significant as the floor area. In order to provide efficiency in stacking arrangements, it is currently envisaged planning permission will be sought for buildings up to 23m to ridge for land north of Northampton Lane, and up to 18m to ridge to the south of Northampton Lane. A landscape and visual assessment is being prepared to consider the impact of building heights and the extent to which any impacts may be mitigated by new landscape planting.



An important feature of modern logistics buildings is the provision of ancillary office floorspace to accommodate the management function of a logistics operation, including highly specialised electronics engineers who maintain the sophisticated logistics systems. The office related floorspace will generally be presented to the road frontage and provide a very high quality building design. Sustainability is a key part of modern logistics facilities and the objective will be to achieve a minimum BREEAM rating of 'very good'.



Demand and Supply

Demand:

- UK logistics take up in 2013 was 20% above average long term annual take up
- Retail logistics: Forecast 50m sq ft take up over the next 5 years
- The e-commerce sector is projected to grow by 10% per year by 2021, reaching £48 billion

Supply:

- UK New Build supply for logistics down 71% from 2009
- Shortage of deliverable sites in Warwickshire

Employment Opportunities:

- Logistics Sector employs 2.3 m people in the UK and contributes £74.45bn per annum to the UK Economy
- One in 12 people are employed in the logistics sector
- The majority of logistics employees live within 15 miles of their work
- 88% of logistic jobs are full time
- Average salaries in the logistics sector (£28,000) are above the national average (£20,000) (December 2015).
- Logistics companies work closely with schools, colleges and employment agencies
- Employment Diversity:
 - 50% Warehouse Staff
 - 8 % drivers
 - 13% Administrative
 - 8 % Managerial
 - 21 % IT, Customer Service, Sales, Engineering
- 22% of UK Apprenticeship opportunities are within the Logistics Sector (March 2014)
- Up to 2,300 new jobs may be created by symmetry park Rugby

Transport

Given the scale and location of the development within the South West Rugby allocation, we acknowledge there may be concerns from local residents and communities regarding the impact on the surrounding area and highway network.

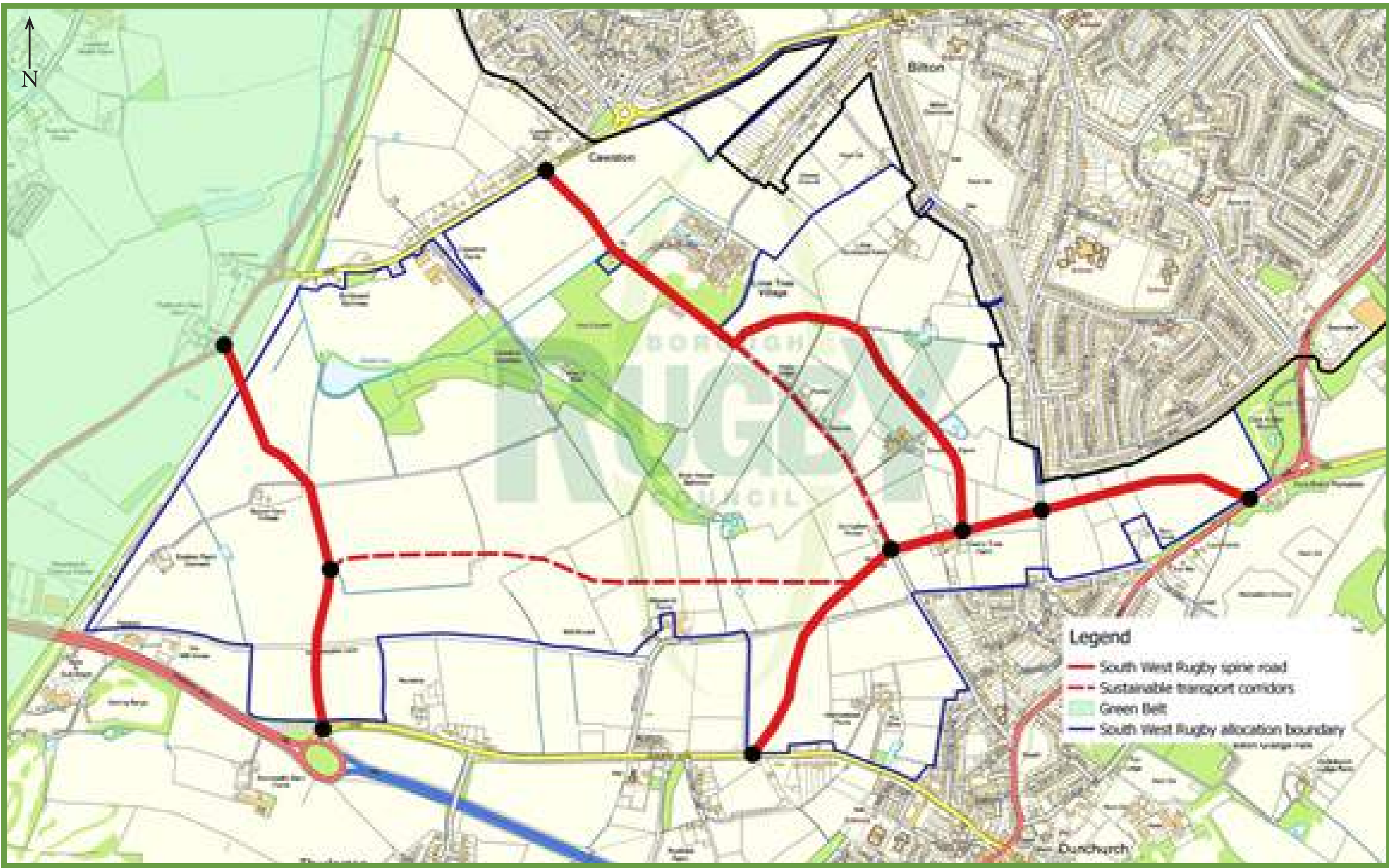
Warwickshire County Council has produced a Strategic Transport Assessment that assessed a number of scenarios, which confirms that the South West Rugby allocation, subject to the delivery of necessary infrastructure, is acceptable with regards to highways impacts.

The draft South West Rugby Masterplan SPD identifies the site to be well connected to the local highway network, and also identifies that the opportunity to provide access from the A45/M45 roundabout *"has the potential to deliver significant benefits to the local road network and its environment, including Dunchurch crossroads."* Improvements to Dunchurch crossroads are to be delivered as part of the approved development of Ashlawn Road.

The proposals will be accessed from the M45/A45 junction, providing a direct access both to symmetry park itself, and also an early phase of wider road infrastructure associated with the South West Rugby allocation.

A Transport Assessment and Framework Travel Plan is being prepared by Peter Brett Associates LLP (PBA) and will accompany the outline planning application, focused specifically on the traffic that will be generated during the operational phase of the development as well as the opportunity for employees to travel to and from the site by bus and active modes of travel. The proposals will provide means and opportunities to enable future employees to travel to work by different modes of transport including walking, cycling and by bus.

The image below shows the wider road infrastructure proposed in Rugby Borough Council's Submission Local Plan (as set out in Policy DS9).



Spine Road Plan as set out in Policy DS9 in the Submission Local Plan

Landscape and Visual Impact

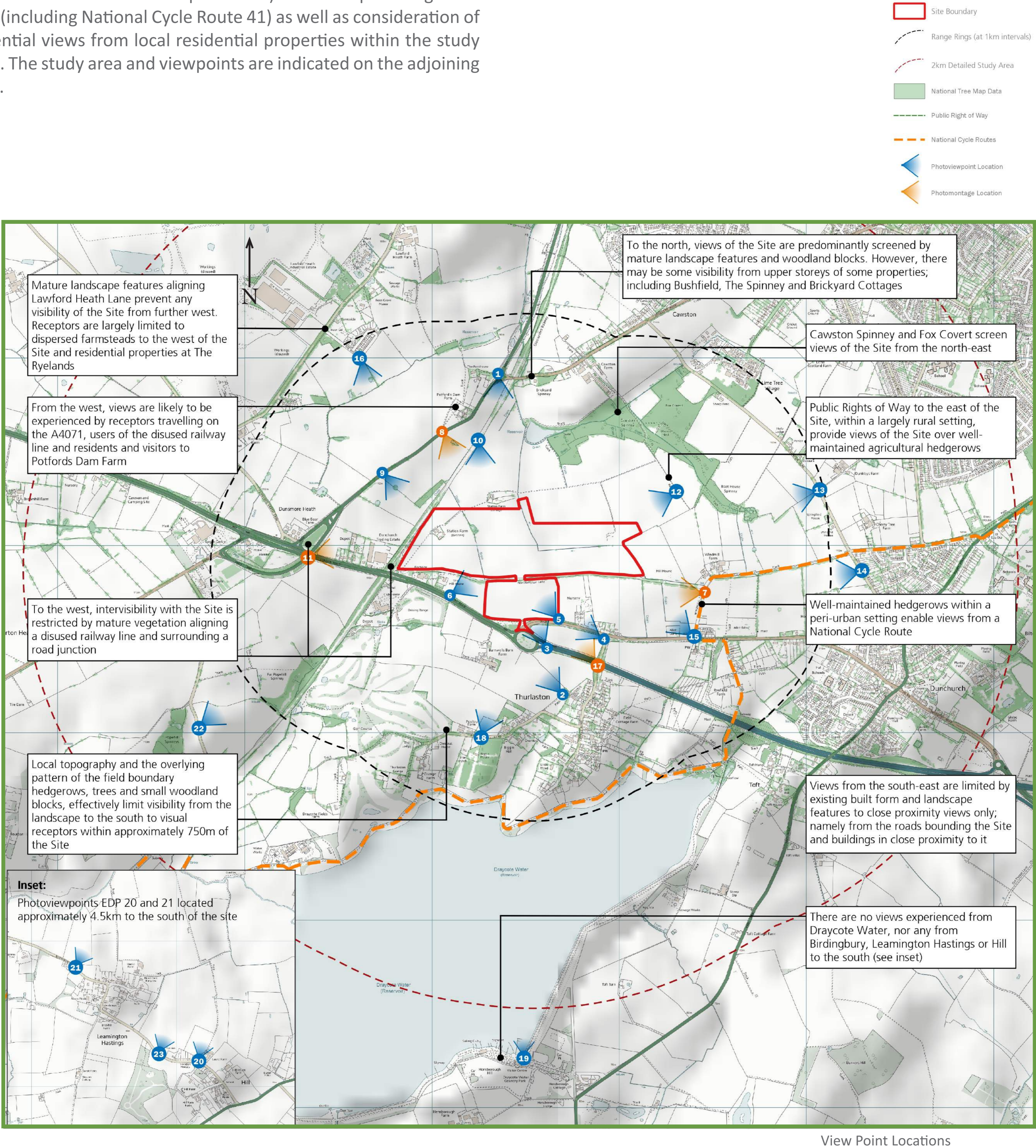
A Landscape and Visual Impact Assessment (LVIA), is being progressed by the Environmental Dimension Partnership Ltd (EDP). The LVIA will be completed by a chartered member of the Landscape Institute, experienced in landscape assessment and in keeping with good practice.

An initial baseline survey has already been undertaken which confirms the site is not subject to any landscape designations and is broadly typical of the local landscape character area ‘The Dunsmore Plateau Farmlands’.

A detailed scope for the visual assessment has been agreed through consultation with Rugby Borough Council and Warwickshire County Council including visual analysis of views from the local road network (including the A45, M45, B4429, B4642, A4071, Cawston Lane and Northampton Lane) and local public rights of way (including National Cycle Route 41) as well as consideration of potential views from local residential properties within the study area. The study area and viewpoints are indicated on the adjoining plan.

The baseline survey has identified landscape and visual opportunities and constraints, leading to the production of a landscape strategy for the site. This includes scope to incorporate mitigation measures such as proposals for protecting and strengthening field boundaries and creating new habitats on site.

The site is very visually contained to the north and south, with views beyond approximately 1km in all directions being the effective limit for potential effects on visual amenity. The topography of the land is such that most of the site lies within a shallow valley. Intervening trees and hedgerows mean that there are only very limited and filtered views of this area from Dunchurch and Thurlaston. The site is therefore well positioned to accommodate growth in both landscape and visual terms. The visual containment of the site is indicated on Board 9.



View Point Locations

Below are wireline images which demonstrate the limited visibility of the site from viewpoints 7, 10, 11 and 17 (the viewpoint locations are shown on the plan on board 8).



Viewpoint 7



Viewpoint 8



Viewpoint 11



Viewpoint 17

Ecology

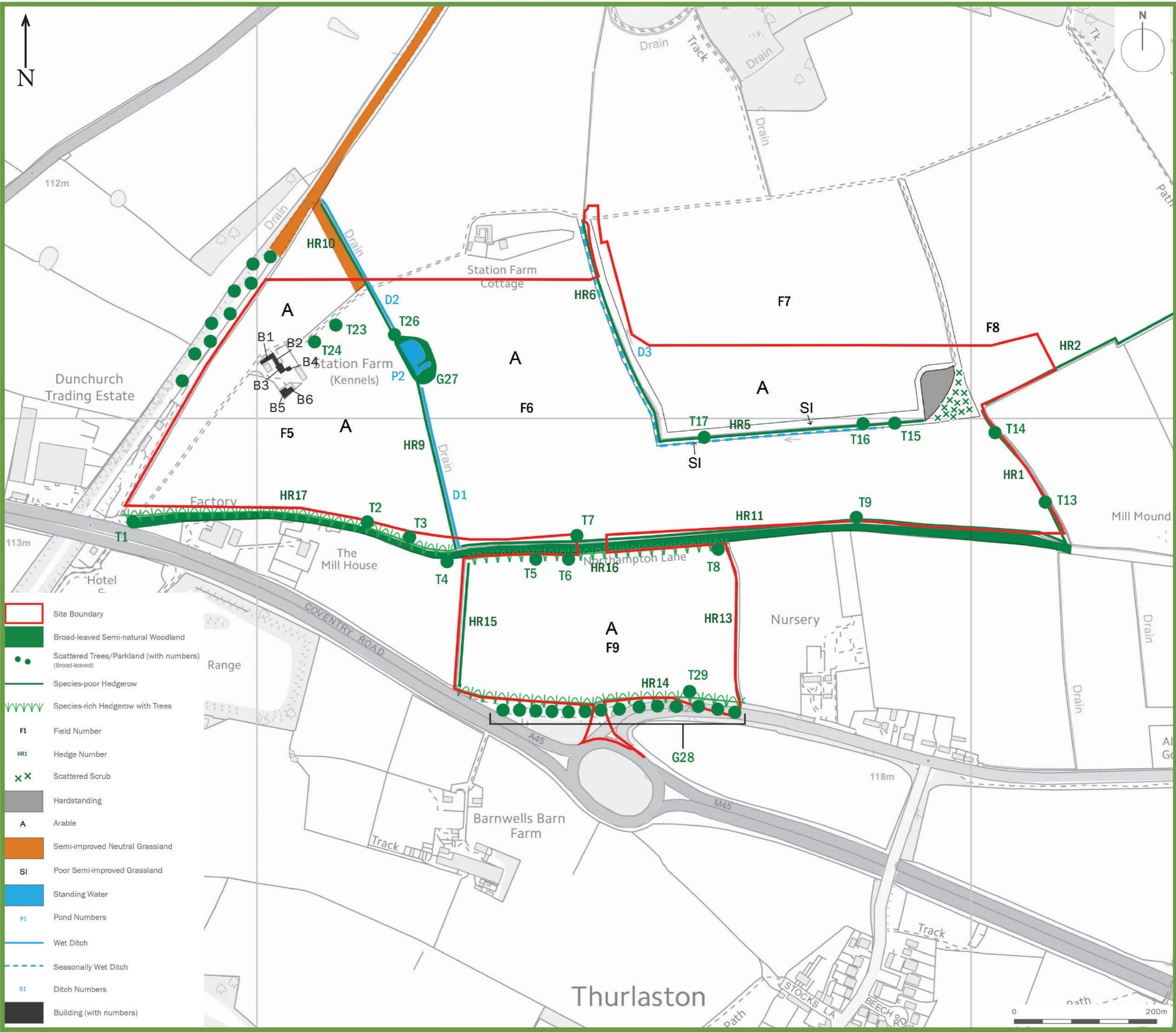
A full suite of baseline ecological surveys have been undertaken including: detailed surveys of hedgerows; wintering birds; breeding birds; roosting and foraging bats; dormouse; otter; water vole; great crested newt; and, reptiles.

No part of the site is covered by any statutory designations, and there are no international designations within 10km. Draycote Meadows SSSI is situated 1.2km to the south-west of the site, but due to distance no material effects are anticipated on the SSSI.

Three Local Wildlife Sites (LWS) are present onsite or in close proximity: the River Avon LWS (a minor tributary of the River Avon occurring onsite); Leamington to Rugby Railway LWS (adjacent to the western boundary); and, Cawston Spinney/Cawston Fox Covert LWS situated 0.3km northeast.

The site lies within an intensively managed agricultural landscape where the majority of land use is arable/mixed with seasonally wet ditches and hedgerows. The habitats support or partially support protected species populations/species assemblages of between Local and County-level value.

Overall, it is predicted that the proposed development can deliver a modest net biodiversity gain in particular for: grass snake (due to increased provision of aquatic and terrestrial habitat on site); for nesting birds (increased provision of nesting bird habitat), and to local biodiversity (due to creation of additional waterbodies and additional grassland Priority Habitat).



Ecology Target Notes

An Environmental Impact Assessment (EIA) of the development proposals will be undertaken and an Environmental Statement will also be prepared to accompany the application, including a Non-Technical Summary which will assist in distilling the key issues. A summary of other Technical Considerations is provided below.

Flood Risk

A Flood Risk Assessment will be prepared to support the application, to demonstrate that the site is suitable for development, to assess the risk of flooding, to identify a surface water drainage strategy, to manage downstream effects and to consider the impact of climate change.

A conceptual drainage strategy for the site, including sustainable drainage measures where appropriate, will be prepared in consultation with the Environment Agency (EA) and the Lead Local Flood Authority, to ensure no increase in discharge rates as a result of the proposed development.

The site is identified in the EA Flood Maps as being an area of low risk of flooding from rivers, but using an appropriate drainage strategy will demonstrate that there are no likely significant effects from a flooding or drainage perspective. The proposed development will require local realignment of a minor watercourse (drainage ditch), and measures to ensure there are no changes to the existing flow regime within this watercourse will be outlined in the Flood Risk Assessment.

Noise

A noise assessment is being undertaken of the proposed development based on a noise survey undertaken at the site. The assessment is considering the potential for the proposed development to affect noise levels at local receptors (principally dwellings as a result of the development, including as a result of construction, traffic generated by the development, mechanical plant and the manoeuvring of vehicles).

The assessment has been undertaken allowing mitigation to be incorporated into the design of the development to minimise the effects of noise and to ensure that any changes in local noise levels are kept to acceptable levels. This has included the sensitive siting and orientation of buildings to shield nearby dwellings from potential sources of noise, setting noise limits to ensure that suitable plant is specified in the detailed design of the development and best practice construction management to minimise noise during construction.

Air Quality

An Air Quality assessment will be undertaken to assess the impacts during construction and operation of the development. The construction impacts will largely be associated with the risk of generating dust, and the heavy goods vehicles bringing construction materials onto the site. A construction environmental management plan will be developed to minimise the risk of dust generation and to ensure that construction vehicles follow appropriate routes to and from the site.

The main air quality effects during operation will be associated with development traffic. The effect of road traffic emissions will be modelled to ensure that no significant human health effects will occur, especially in the area of Dunchurch crossroads where it is known that traffic emissions currently have an impact on air quality.

Heritage and Archaeology

EDP has undertaken a desk-based assessment of the potential effects of development on archaeological features within the site, as well as the potential for effects on the setting of heritage assets outside it. A geophysical survey of the site has also been undertaken.

Some archaeological features are indicated as cropmarks in four areas within the site and have been confirmed by the geophysical survey. These are likely to represent the buried remains of prehistoric, and/or Roman date and are of some interest, although are unlikely to be of more than local importance. We are currently in discussion with the Planning Archaeologist at Warwickshire County Council to agree the most appropriate evaluation and treatment of these remains.

There are seven listed buildings in the surrounding area, five of which are in Thurlaston village, which is also a Conservation Area. All of these buildings lie 500m or further from the site and none has any relationship to land within the site; as such, no potential has been identified for any harm to the setting of these buildings. No views or vistas important to the Conservation Area will be affected and there will be no effect on its character or appearance.

Other

Other considerations that will be addressed in the material accompanying the outline application will include:

- Agricultural Land Quality
- Ground Conditions
- Socio-economic considerations

The proposed development is precisely the form and type of development that Government policy is actively promoting as part of its 'Planning for Growth' agenda and which is also articulated in Rugby's Submission Local Plan – symmetry park Rugby is a direct response to the emerging policy framework for the South West Rugby area, and is a sustainable development on a site which the Submission Local Plan identifies as being suitable for employment uses.

There is an urgent need for logistics facilities that are well connected to the strategic highway network, and the site is geographically superbly located in this respect, benefitting from direct access onto the M45/A45 and easy connections to the M1, M6 and M40 corridors beyond.

The scheme allows the early delivery of approximately 2,300 jobs directly which will also have further indirect benefits for the economy of Rugby, bringing forward significant inward investment to the area.

The site provides employment in a sustainable location that will be adjacent to infrastructure, housing and facilities being provided by the wider South West Rugby allocation, and appropriate pedestrian and cycle connectivity has been proposed in this respect.

A clear driver in the Submission Local Plan is the relationship of the estimated jobs growth and the balance of housing provision. The early delivery of jobs on this site will enable this balance to be achieved particularly as recent planning permissions have already been granted for housing development in the South West Rugby allocation area.

The site is not dependent on the wider South West allocation and can come forward independently of the wider proposals. Care has however been taken to ensure the proposals complement the wider growth plans.

A significant benefit of the scheme is the early delivery of significant infrastructure, including road connections, that will support and enable the delivery of the wider South West Rugby allocation.

A very significant planning advantage of symmetry park Rugby is that the development can be brought forward promptly in response to the granting of planning permission. There is no requirement for major off site infrastructure to be provided in advance of buildings being constructed to meet occupier demand, thereby jobs and employment opportunities and their associated economic benefits can be delivered early on in the plan period.

What we would like from you:

It is intended that the outline planning application will be submitted to Rugby Borough Council in Autumn 2017. In preparing the planning application, we will have regard to the comments expressed by members of the public attending this exhibition and will look to incorporate those comments in the scheme design where possible. We will provide Rugby Borough Council with a report that sets out the range of comments expressed at this exhibition.

Thank you for taking the time to attend this public exhibition and should you have any questions please do not hesitate to speak with a representative on hand to answer your questions.

If you require further detail or wish to keep in touch with the progress of this proposal, please contact Framptons on **01295 672310** or email **enquires@framptons-planning.com**

The exhibition material is available to view on:
www.framptons-planning.com/projectsandconsultations

Date: 14th September 2017

