

ABOUT US

On behalf of Tritax Big Box Developments (Tritax) (formerly Tritax Symmetry) we are pleased to welcome you to view our emerging plans for the second phase of development at Symmetry Park Rugby.

We welcome your feedback on these proposals. Please take the opportunity to complete one of our comment forms.

Tritax delivers critical supply chain infrastructure that is key to the UK economy.

As owners of the UK's largest logistics development and investment portfolio, Tritax provide established and emerging businesses with the space they need to succeed. Tritax are experts in UK logistics real estate, delivering millions of sq ft of high-quality, sustainable industrial and logistics warehouse space each year.

Tritax proactively manage 100+ assets – from small to big boxes – using their sector specialism and deep market insights to stay ahead of trends and meet clients' evolving needs.

Tritax's approach is personal and hands-on, focused on leaving positive long-term legacies.

Tritax deliver modern, thoughtfully designed buildings for their clients in prime UK locations through an unmatched logistics land and property portfolio. Ideally located for people, power and connectivity, their modern, high-quality logistics buildings are in the UK's most in-demand locations.

Tritax have been involved in the planning and delivery of South West Rugby for over a decade, and remain committed to bringing forward both economic investment and housing development, and delivering the critical infrastructure to unlock this growth.



Site Location Plan

Tritax's core values are critical to their approach. They are committed to doing the right thing for all their stakeholders and the communities they operate in:



ACCOMMODATING YOUR FUTURE

INTRODUCTION

Rugby Borough Council's adopted Local Plan (June 2019) allocated South West Rugby 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), and includes an area of Safeguarded Land to meet future development needs.

Tritax has successfully delivered Phase 1 of Symmetry Park comprising 4 buildings to deliver Iron Mountain's first UK campus for their operations, and completed the remaining 3 buildings at the turn of the year with strong occupier interest.

Iron Mountain's motivation for investing in Rugby was driven by 3 key fundamentals:

Place – strategic location at the heart of the logistics golden triangle

People – a variety of skilled labour available within the local vicinity

Power – availability of power via the grid, supplemented with Tritax's green energy strategy

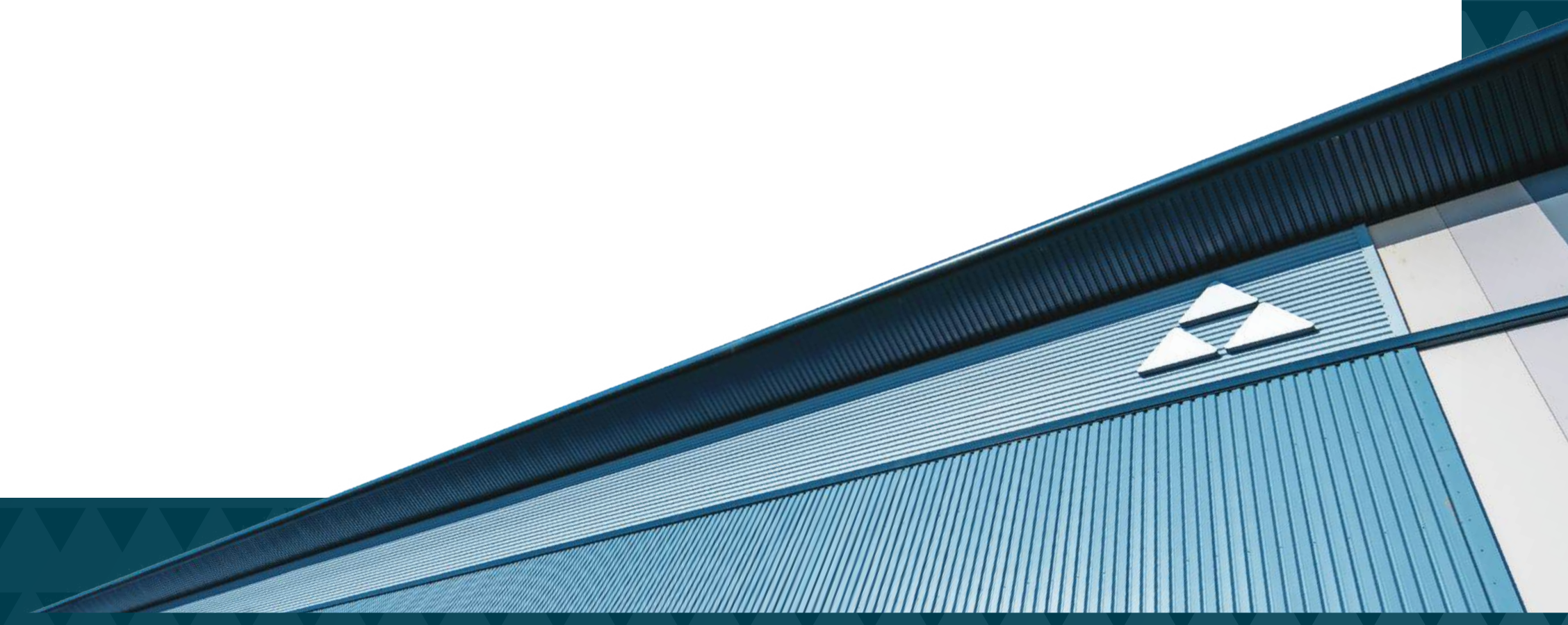
Phase 1 delivers:

- Total investment of £275m
 - Delivery of significant highways infrastructure the A45/M45 junction improvements
 - Delivery of the western half of the Sustainable Transport Corridor
- Delivery of the southern half of the Potsford Dam Link
- Total of 1,865,564 million sq ft floorspace
 - 125,837 sq ft Office floorspace
 - 1,739,727 sq ft Logistics floorspace
- Up to £7M of business rates generated per annum
- Potential to deliver 2,300 jobs across a wide and varied skill base including warehouse operatives, office workers, marketing, admin, finance, IT and managerial roles
- Planning permission for Photo Voltaic (PV) panels on 100% of useable roof space.
- Delivered to exemplar sustainability credentials
 - BREEAM 'Excellent' rating
 - EPC 'A+' rating
 - In accordance with the best practice principles set out in the UK Green Building Council's former Net Zero Carbon (NZC) in Construction framework. All buildings are built to NZC in construction.
- Skills and Training during construction, including apprenticeship opportunities
- Working closely with Invest in Warwickshire and the "Skills Hub" to support job opportunities

Phase 2 has the potential for up to 1.5 million sq ft of additional floorspace, built to the same high environmental standards and able to deliver further substantial economic benefits to the local community.



Phase 1 Masterplan



THE SITE

The Government's number one mission is to grow the economy across the country, with specific support for key sectors including freight and logistics in recognition of its crucial role in driving our modern economy – immediate action is expected.

The site comprises the next phase (Phase 2) of Symmetry Park located on the Safeguarded Land, with paragraph 4.61 of the adopted Local Plan stating:

“The site is a long term commitment for the Council in meeting the growth needs of the Borough and will continue to be built out beyond the life of this Local Plan. Once built, it will create a new community within Rugby and it is thus important for the Borough Council and developers of the site to do this to the highest standard possible. An essential element of this is sustainability and the balance of housing to jobs, and as such there is the potential for the growth targets of housing and employment to be revisited as a result of changing demands for the Borough as it moves beyond the 2031 period. As such an area of land is safeguarded within the South West Rugby allocation, as identified in the Policies Map to assist in meeting the Borough's development needs beyond 2031”.

The principle of development of the safeguarded land has therefore been settled in the development plan. Therefore in reality the safeguarded land is already part of the urban area. Its urban nature is demonstrated by the fact that on all boundaries of the site there is either development that has been consented and being implemented (to the south) or planning applications for development that have not yet been determined yet (to the west and north).

Rugby Borough Council have commenced a Full Local Plan Review having recognised through the Coventry and Warwickshire Housing and Economic Development Needs Assessment 2022 that there is compelling local evidence base to identify additional employment opportunities.

The Council have now formally proposed the allocation of the site for circa 130,000m² of employment (non office employment uses) under Policies S7, S8 and S9 of their Preferred Option Consultation Document (March 2025). This document has been recently published for consultation.



Policy S7 from Rugby Local Plan Preferred Options Consultation Document (2025)

The Preferred Options includes detailed development principles for the site which is shown in the image above.

Development of the Phase 2 land is an obvious and logical extension to the adjoining successful Symmetry Park Rugby Phase 1 employment development on a non-Green Belt site:

Bringing the land forward now is therefore responsive to the Government's key mission to secure economic growth, Rugby Borough Council's recognition that it needs to identify additional employment land and their proposed allocation of this site, and the market need is evidenced through the success of the Phase 1 development.

THE PROPOSALS

The proposal is to seek a hybrid (part detailed; part outline) planning permission for up to 1.5 million sq ft of logistics floorspace, within Class B8 of the Town and Country Planning Use Classes Order 1987, with ancillary Class Eg(i) offices, together with associated site infrastructure including: lorry parking; landscaping; and, sustainable drainage, with details of the means of access included for approval.

The detailed element of the hybrid application includes:

- One logistics unit of up to 302,380 sq ft (GIA) of B8 use with ancillary offices (referred to as 'Unit 8');
- Earthworks and plateauing of the wider development site, including formation of bunds;
- Completion of Sustainable Transport Corridor connection to adjoining South West Rugby allocation and site access roundabout; and
- Delivery of the remaining section of the Potsford Dam Link connection to complete the link from the A45/M45 roundabout to the A4071 roundabout.

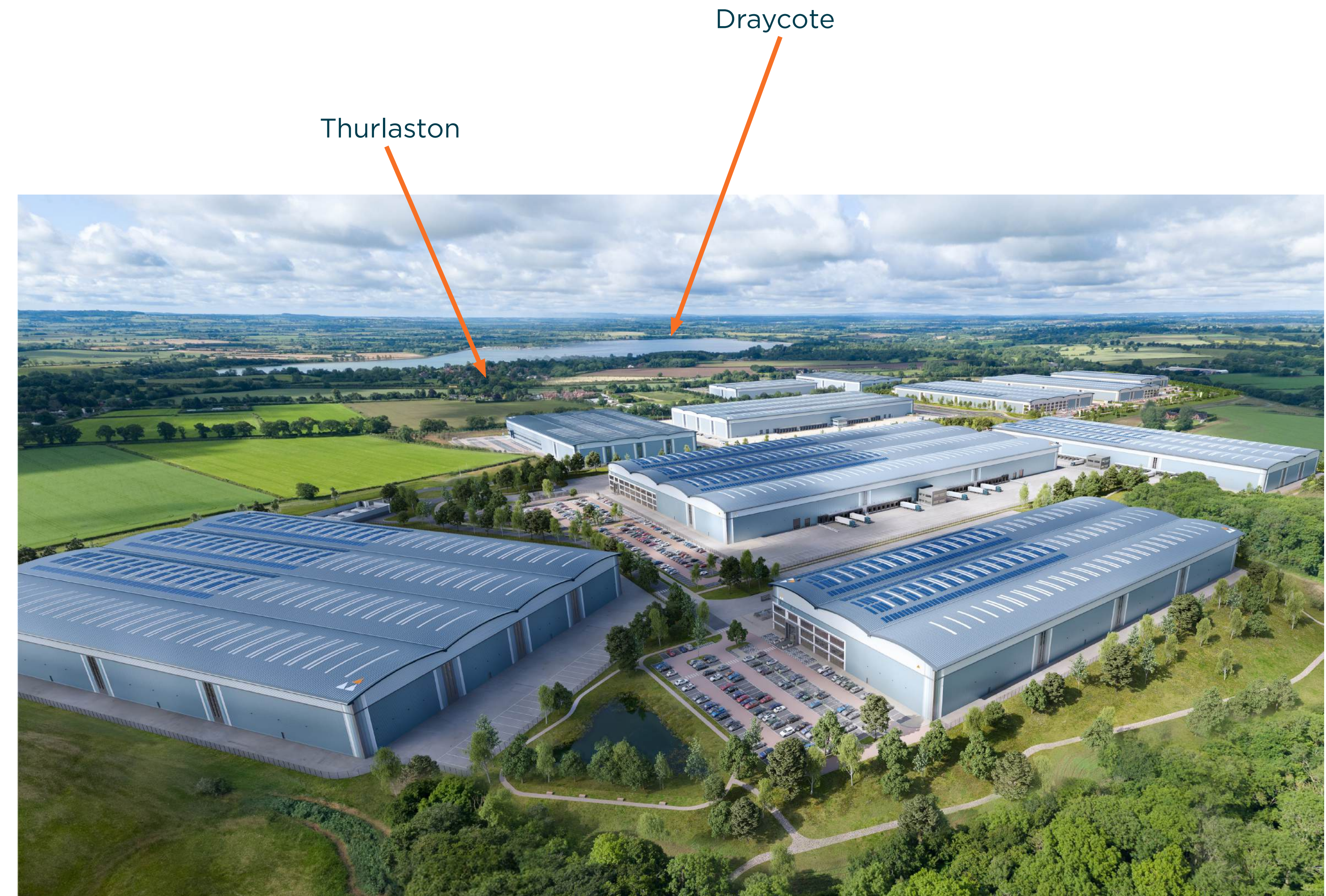
The remainder of the proposed development will be in outline with all matters reserved.

Board 5 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, and setting out the maximum extents (including height) of the proposed development.
- The parameters will be used to undertake a robust Environmental Impact Assessment (EIA) and enable the EIA to respond to the flexibility in project design embedded within the application.

Board 6 shows an Illustrative Masterplan option for the 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.



CGI view looking south from Cawston Spinney

- Similarly to Phase 1, 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.

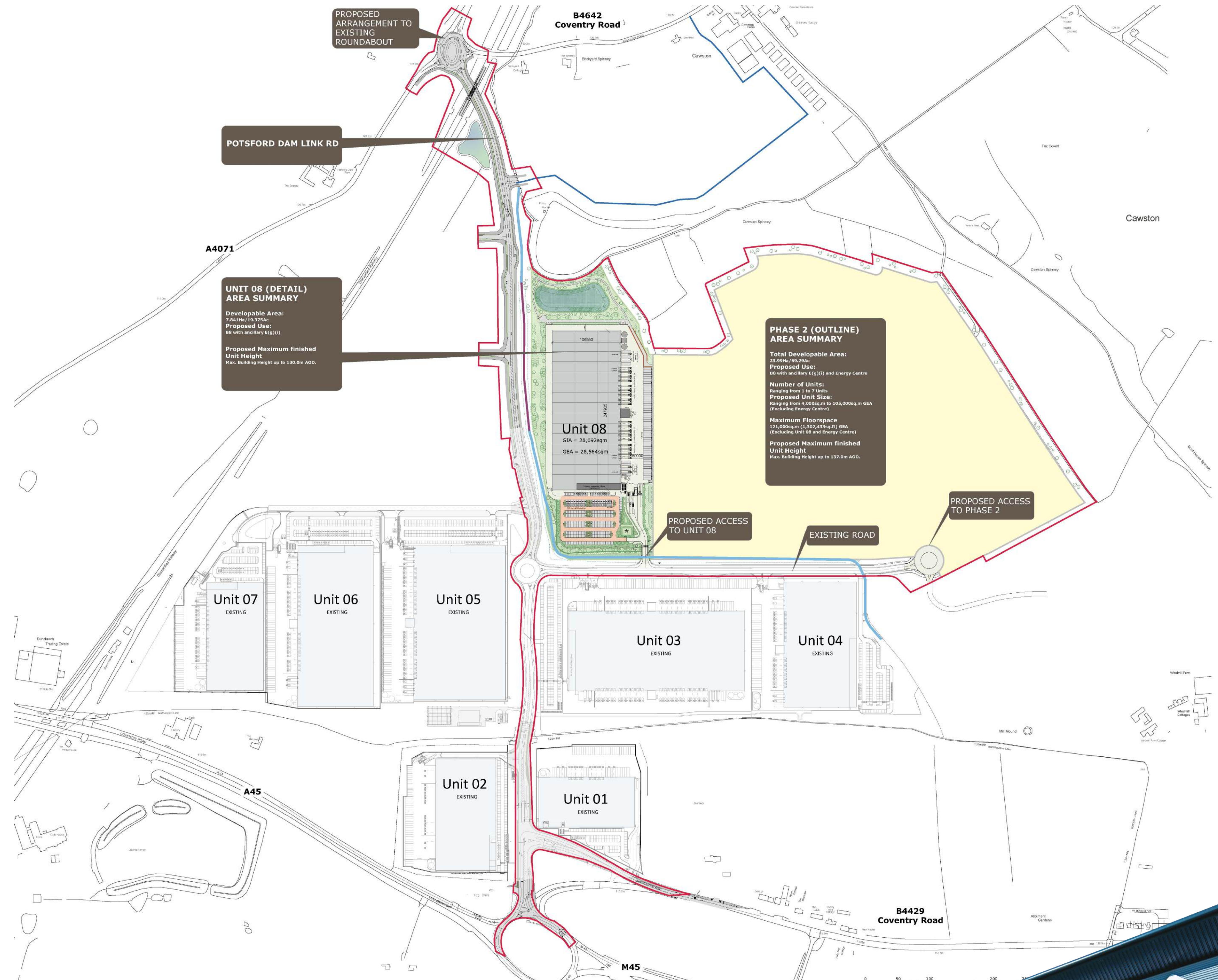
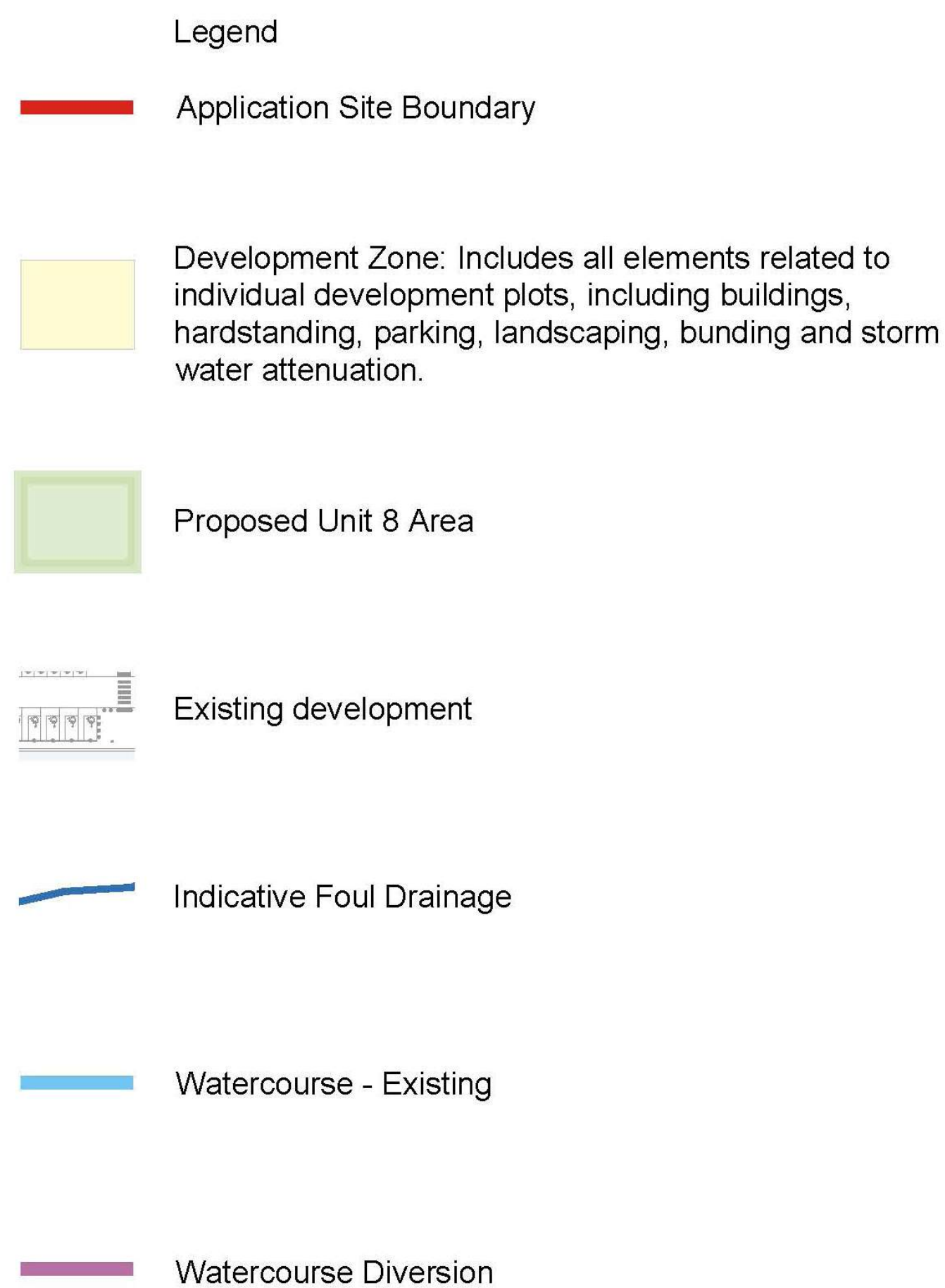
Board 7 shows the remaining section of the Potsford Dam Link in more detail.

- The land required to deliver the preferred connection of the Potsford Dam Link into the A4071 Roundabout was controlled by a private landowner and Railway Paths, both parties outside of the South West Rugby allocation.
- Tritax have now secured all necessary land to deliver this remaining highways infrastructure, but the Safeguarded Land needs to come forward for development to fund its delivery.

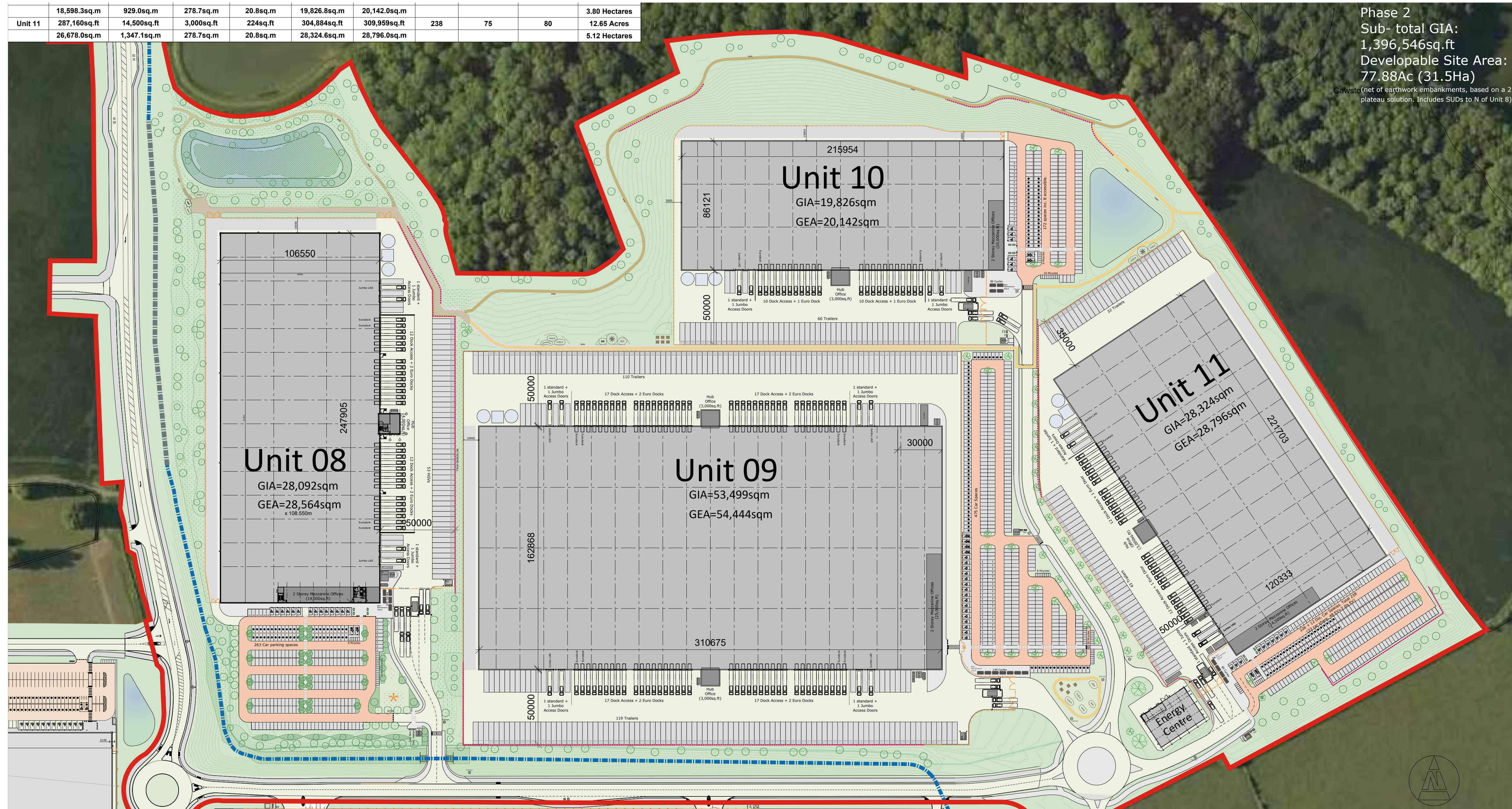
PARAMETER PLAN

Key Deliverables:

- Total investment of £250m
- Delivery of highways Infrastructure (Potsford Dam Link)
- Delivery of up to c.1.5m sq ft floorspace
- Up to £5.5m of additional business rates
- Creation of a further c.1,175 jobs during operation
- Skills (Operation) and Training Strategy
- Exemplar sustainability credentials
- Planning Permission for Photo Voltaic (PV) panels on 100% of useable roof space.



ILLUSTRATIVE MASTERPLAN



- | | | | | | | | | | | | |
|---|------------------------|---|--------------------------|--|------------|---|------------------------|---|-------------------------------|---|-----------------|
|  | Site Boundary red line |  | Footpath |  | Trim Trail |  | Watercourse - Diverted |  | Fencing |  | Retaining Walls |
|  | Amenity Area |  | Maintenance Access Track |  | SuDs Pond |  | Watercourse - Existing |  | Seating/Outdoor Gym Equipment |  | Signage |

POTSFORD DAM LINK

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.

In informing the adopted Local Plan, Warwickshire County Council produced a Strategic Transport Assessment that assessed a number of scenarios, which confirmed that the South West Rugby allocation, subject to the delivery of necessary transport infrastructure, was acceptable with regards to highways impacts.

The Potsford Dam Link is identified in the adopted Local Plan and the South West Rugby Supplementary Planning Document as a key piece of highway infrastructure to be delivered as part of the South West Rugby development, with Policy DS9 setting out the requirement for a comprehensive spine road network.

Policies S8 and S9 of the Council's Preferred Options Consultation identifies the delivery of the northern section of the Potsford Dam Link (see Policy S8 & S9) from the development of this site.

Together with Homes England's delivery of the Homestead Link, granting planning permission for Symmetry Park Rugby Phase 2 will ensure that all necessary highways infrastructure is in place before any significant level of housing is delivered within the allocation – infrastructure before homes.

Removing the financial burden of the land acquisition and delivery of the Potsford Dam Link from the wider South West Rugby consortium by applying it solely to the Safeguarded Land will also reduce the infrastructure burden across every remaining planned house in the allocation with the risk of any build cost inflation sitting wholly with Tritax.



Draycote Water

Phase 1

Phase 2

Potsford Dam Link

New Cycle Bridge

A4071 roundabout

Potsford Dam Link

LANDSCAPE AND VISUAL IMPACT

A Landscape and Visual Impact Assessment (LVIA), is being progressed by the Environmental Dimension Partnership Ltd (EDP).

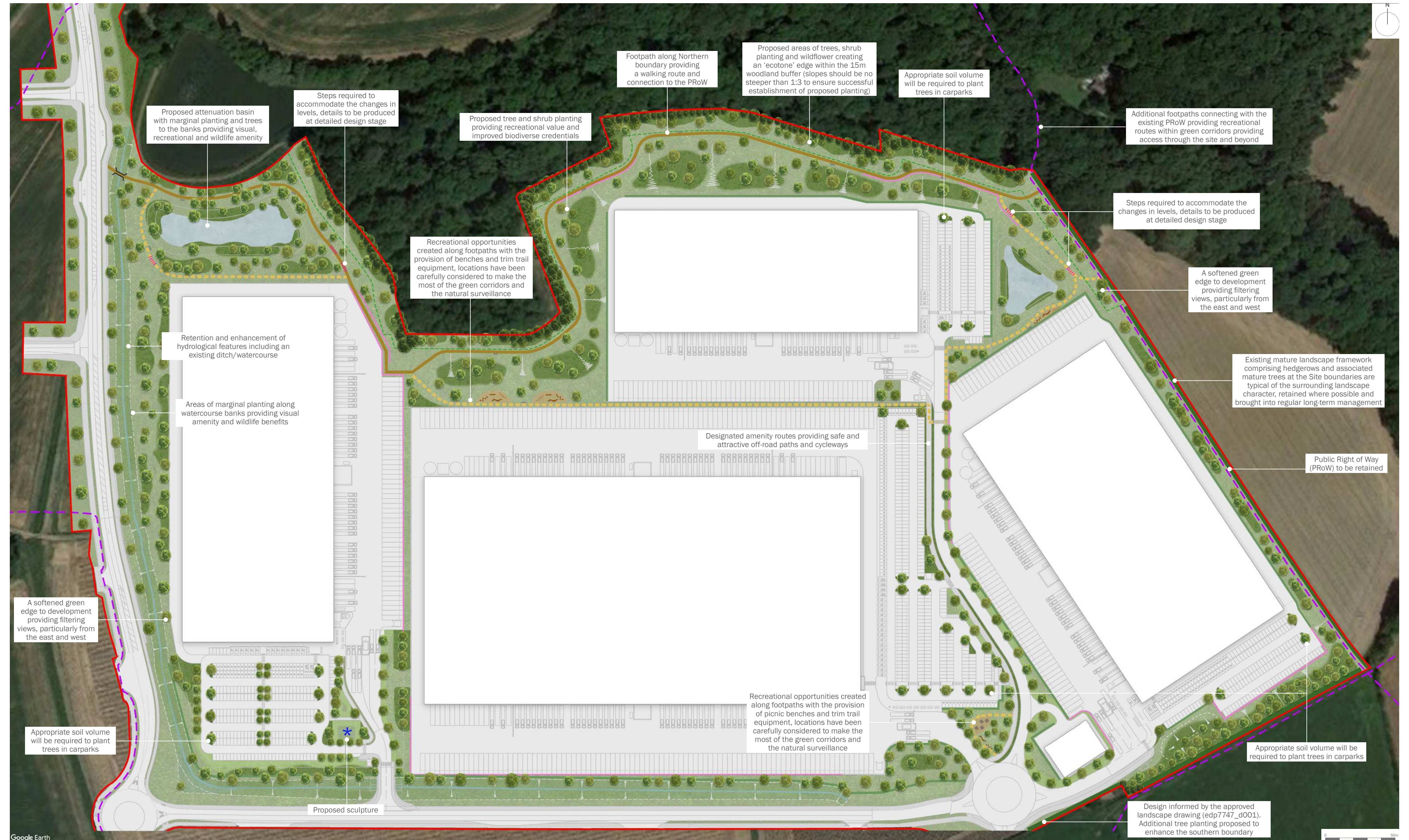
The site is not subject to any landscape designations. The site is very visually contained to the north and south. The topography of the land is such that most of the site lies within a shallow valley. Intervening trees and hedgerows mean that there are only very limited and filtered views of this area from Cawston, Dunchurch and Thurlaston.

The site is located close to Cawston Spinney – part of which is a designated ancient woodland. Careful consideration of the landscaping proposals to take account of the topographical differences (with the development sitting above the woodland) has been undertaken to create connections from the existing Public Rights of Way network via new routes through this green space, with the inclusion of trim trails and amenity areas which will be available to the wider public and provide improved connections to the benefit of the South West Rugby allocation as a whole.

As such the proposals are considered to accord with the principles of Policy S7 of the Council's Preferred Options Consultation.

Additionally, the South West Rugby Supplementary Planning Document included a Woodland Management Plan to enhance and preserve the woodland as a whole. Tritax will implement and deliver this strategy on the circa 50% of the woodland that it controls as part of the ecological and Biodiversity Net Gain improvements associated with the Phase 2 development.

It is therefore considered that the safeguarded land is well positioned to accommodate additional employment growth in both landscape and visual terms.



OTHER TECHNICAL CONSIDERATIONS - PART 1

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.

Transport

- The proposals will be accessed from the M45/A45 junction, and deliver the northern section of the Potsford Dam Link.
- A Transport Assessment and Framework Travel Plan is being prepared and will accompany the 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.
- Additional leisure routes accessible to the wider South West Rugby allocation will also be created throughout the buffer with Cawston Spinney woodland to the north.

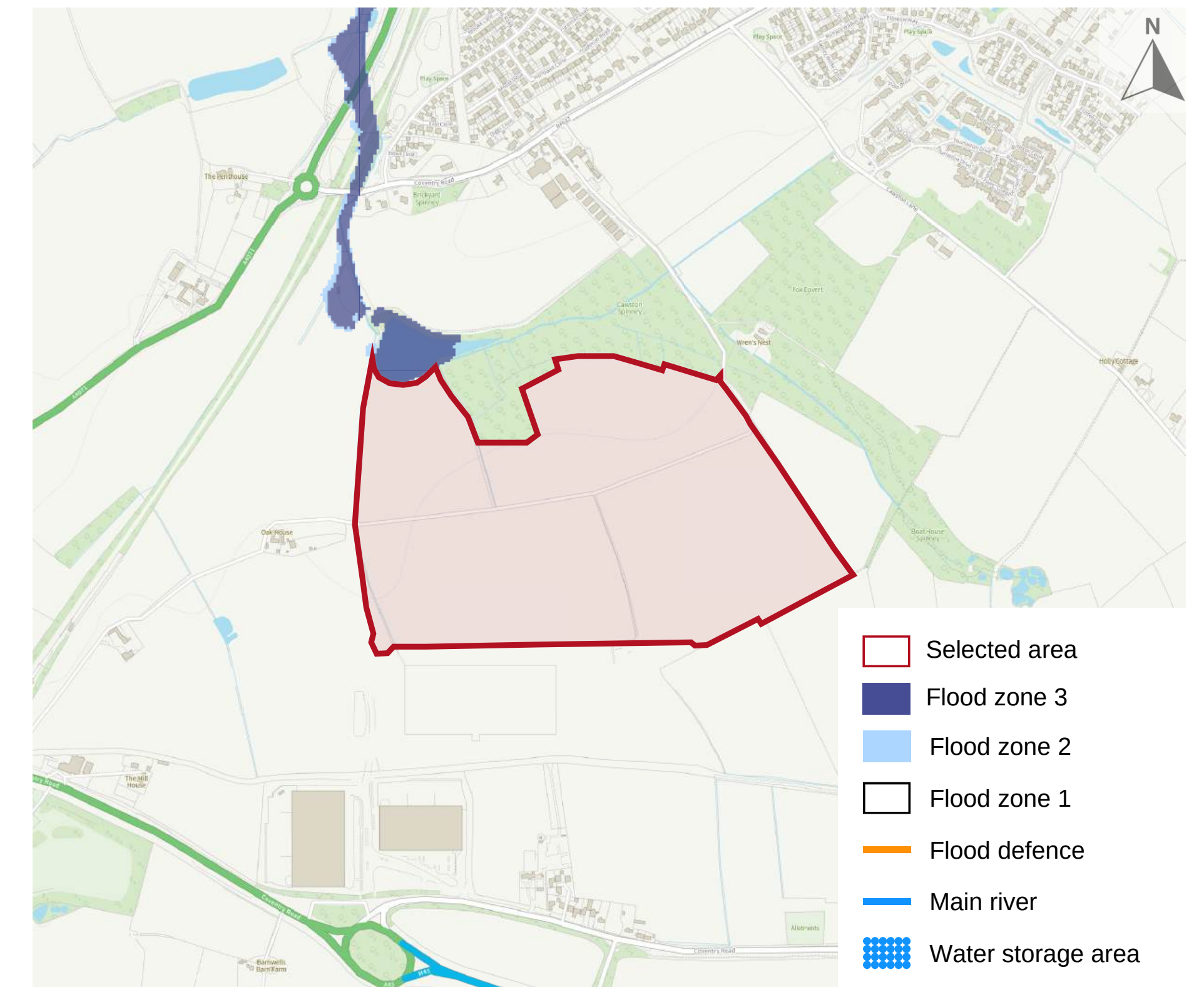
Flood Risk

- 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 surface water discharge rates as a result of the proposed development.

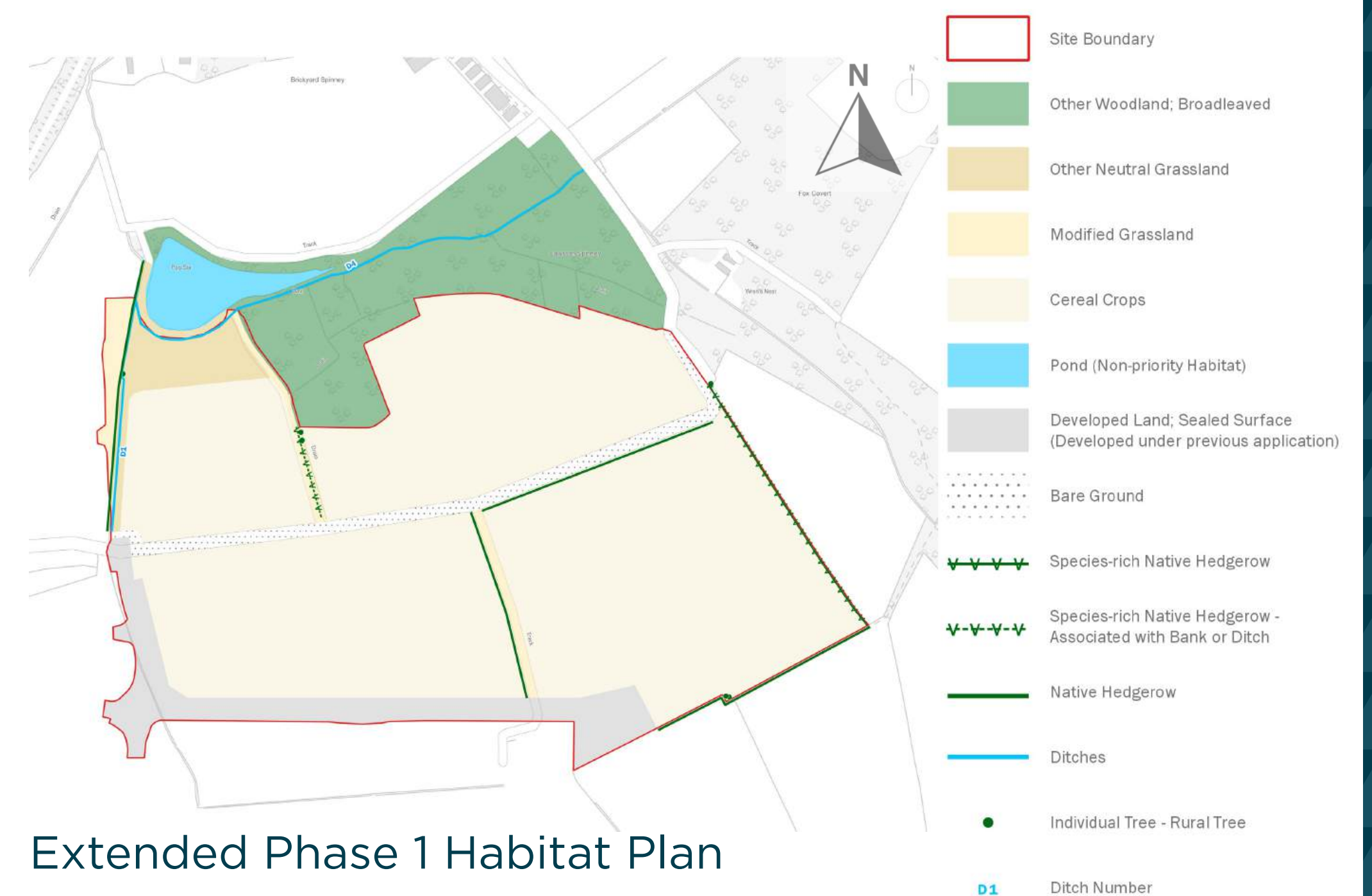
- The site is identified in the EA Flood Maps as being an area of low risk of flooding from rivers, but using an appropriate drainage strategy will demonstrate that there are no likely significant effects from a flooding or drainage perspective. The proposed development will require local realignment 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.

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 net biodiversity gain.



EA Flood Risk Map



Extended Phase 1 Habitat Plan

OTHER TECHNICAL CONSIDERATIONS - PART 2

Noise

- A Noise Assessment will consider the potential for the proposed development to affect noise levels at local receptors (principally dwellings as a result of the wider local plan development, including as a result of construction, traffic generated by the development, mechanical plant and the manoeuvring of vehicles).
- No significant noise issues are anticipated that cannot be minimised and mitigated to acceptable levels through measures such as 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 measures to minimise noise during construction.

Air Quality

- An Air Quality Assessment will 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; the main air quality effects during operation will be associated with development traffic.
- 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.
- HGVs will be subject to the same management strategy as Phase 1 to avoid vehicles routing unnecessarily through Dunchurch crossroads.

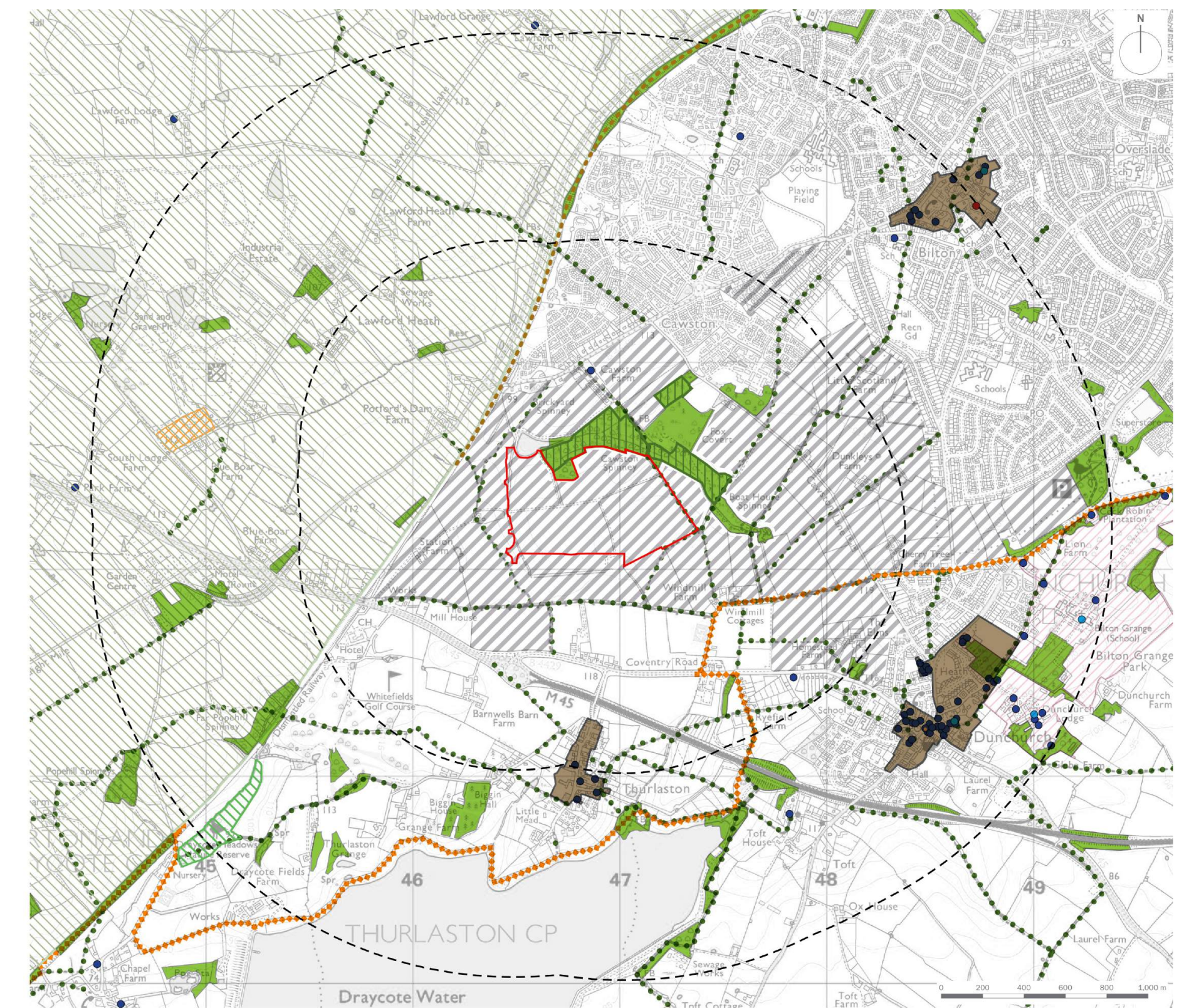
Heritage and Archaeology

- 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 and trial trenching has also been undertaken.
- 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 Technical Considerations

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

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



Environmental Planning Context



NEXT STEPS

Thank you for attending this exhibition, we hope it has been of interest to you.

Tritax believe that there is a compelling case to support an application for the site coming forward now:

- The Safeguarded Land is not Green Belt, and its future development potential is explicitly acknowledged in the adopted Local Plan.
- Rugby Borough Council have commenced a Local Plan Review process as a result of the evidence base identifying a need to allocate more employment land and proposed the site's allocation under Policy S7 of their Preferred Option Consultation Document.
- Phase 1 of Symmetry Park Rugby has been successful in attracting tenants to date with Iron Mountain taking the first 4 units, and the remaining 3 buildings completed at the end of last year with strong interest and ongoing discussions.
- With its unrivalled occupier base, Tritax has had a number of strong enquiries for buildings of a quantum that cannot be delivered within Phase 1, that have had to locate elsewhere due to the lack of available land within Rugby – planning permission on the Safeguarded land would provide the ability to capture this investment.
- The development would be undertaken to the same high-level of environmental and energy efficient standards delivered at Phase 1 (see [Board 2](#)).
- The scheme allows the delivery of approximately 280 construction jobs for a two year period, and 1,175 full-time jobs during operation directly which will also have further indirect benefits for the economy of Rugby, bringing forward significant inward initial investment in to the area, and ongoing revenue from Business Rates. The proposals will achieve a Gross Added Value (GVA) benefit of £33.4 million per annum (during operation) (GVA is an indicator of wealth creation that measures the proposed development's contribution to the local economy).
- The development would deliver the full Potsford Dam Link highways infrastructure for the wider South West Rugby allocation prior to the construction of any significant quantum of planned residential development.
- Removing the financial burden of the land acquisition and delivery of the Potsford Dam Link by applying it solely to the Safeguarded Land would reduce the infrastructure burden across every remaining planned house in South West Rugby.
- There is the potential for the Safeguarded Land to offer further Section 106 contributions to further assist with the residential viability and deliverability of the South West Rugby Allocation. In addition, the development would also deliver c.£700k in Community Infrastructure Levy funding.



CGI view looking south from Cawston Spinney

What we would like from you:

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

We would welcome your views on the proposals and would ask you to fill in the Comments Form and place in the collection box provided.

It is intended that the planning application will be submitted to Rugby Borough Council later in spring 2025. 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.

Please provide any comments no later than **15th April 2025**.

If you require further detail or wish to keep in touch with the progress of this proposal, please contact Framptons:

T: 01295 672310

E: enquiries@framptons-planning.com

The exhibition material is available to view on:

www.framptons-planning.com/projectsandconsultations

Date: 1st April 2025