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TRANSPORT & INFRASTRUCTURE PLANNING

HB (South Caldecotte) Ltd

South Caldecotte, V10 Brickhill Street

Danesborough & Walton, Milton Keynes

Outline Construction Traffic Management Plan

www.bwbconsulting.com

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Outline Construction Traffic Management Plan

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1.0 INTRODUCTION

Appointment & Scoping

1.1 BWB Consulting Ltd (BWB) has been appointed by HB (South Caldecotte) Ltd (the Applicant) to prepare this Outline Construction Traffic Management Plan (OCTMP) report in support of an outline planning application for employment development at the site located to the west of V10 Brickhill Street in South Caldecotte, Milton Keynes.

1.2 The proposals comprise up to 2,600,000 sq.ft. (241,548 sq.m.) of B1(c)/B2/B8 land uses, which include storage, warehouse, distribution, light industrial and ancillary offices. The indicative site layout plan is included in **Appendix A** for reference.

1.3 Plan MK inspector comments on the development proposals are:

> *"Concern is expressed about Heavy Goods Vehicles (HGVs) weaving through Bow Brickhill, Woburn Sands and Aspley Guise to access the M1 and A421 eastbound. This route is distinctly unappealing and convoluted compared to the existing dualled A4146/A421 to the north connecting to M1 Junctions 13 and 14 and the good A5 connection to the M1 Junction 11a to the south at Dunstable. In the short term a routing plan could be secured in accordance with Policy CT2 of the submitted Plan, so that HGV traffic uses the A5 to access site. Longer term the proposed Expressway would provide alternative east west connectivity."*

1.4 Based on this, and according to Plan MK Policy CT2 (B), the following must be considered:

> *"Development proposals which generate a significant number of heavy goods vehicle movements will be required to demonstrate, by way of a Routing Management Plan, that no severe impacts are caused to the efficient and safe operation of the road network and no material harm is caused to the living conditions of residents or the natural environment."*

1.5 Specific details included in this OCTMP and non-traffic related construction issues are to be agreed between Milton Keynes Council (MKC) and the Principal Contractor as part of future reserved matters, once details of the contractor and any sub-contractors are known.

Construction Traffic Management Plan Objectives

1.6 The purpose of this OCTMP is to demonstrate how the Principal Contractor and any specialist contractors propose to control the impact of construction vehicles on the local road network during the construction phase of the proposed development.

1.7 The OCTMP aims to maximise safety for all highway users, including contractors and local residents. Consideration has also been given to minimising the impact of the construction traffic on the local highway network. The OCTMP applies to the construction phases of the proposed development only, incorporating enabling works and construction activities.

1.8 An important part of this OCTMP is the acknowledgement that liaison with MKC (as the local highway authority), public services and the police will be required to ensure that

the construction programme avoids any concurrent works in close proximity to the development site.

1.9 Public transport operators are unlikely to be materially affected by the proposals; however, transport operators and coordinators at MKC will be informed of any temporary traffic management requirements on public transport corridors by the Principal Contractor.

1.10 The Applicant recognises that traffic movements associated with the construction periods will be a key concern for the local highway authority. As such, this OCTMP has been developed in order to:

- Minimise construction traffic related impacts; particularly through nearby built-up areas;
- Establish routing management plans to avoid sensitive areas and receptors (e.g. schools) so far as practically possible;
- Safely manage any interactions between construction related vehicles and pedestrians, cyclists and other road users;
- Endeavour to ensure that materials delivered to the site travel as short a distance as practically possible; and
- Maintain clear access on the local road network for other road users.

Report Structure

1.11 Following the introductory section, the OCTMP is structured as follows:

- **Section 2: Existing Conditions** – provides details on the existing site and surrounding highway network;
- **Section 3: Construction Period and Strategy** – confirms the anticipated duration and phasing schedule for the construction period, as well as an outline strategy for construction vehicle access;
- **Section 4: Construction Traffic** – provides details on the expected vehicle trip generation of construction-related activities;
- **Section 5: Construction Traffic Routing Strategy** – shows the proposed routes of construction vehicles to access the site from the local highway network;
- **Section 6: Mitigation of Hazards Associated with Construction Vehicles and Deliveries** – considers the hazards associated with the construction vehicles, and how to mitigate the impact;
- **Section 7: Highway Condition Survey**; and
- **Section 8: Monitoring and Review**.

2.0 EXISTING CONDITIONS

Site Location

2.1 The site is located to the east of Bletchley, approximately 6km south east of Milton Keynes Town Centre. **Figure 1** shows the location of the proposed development site and the local highway network.

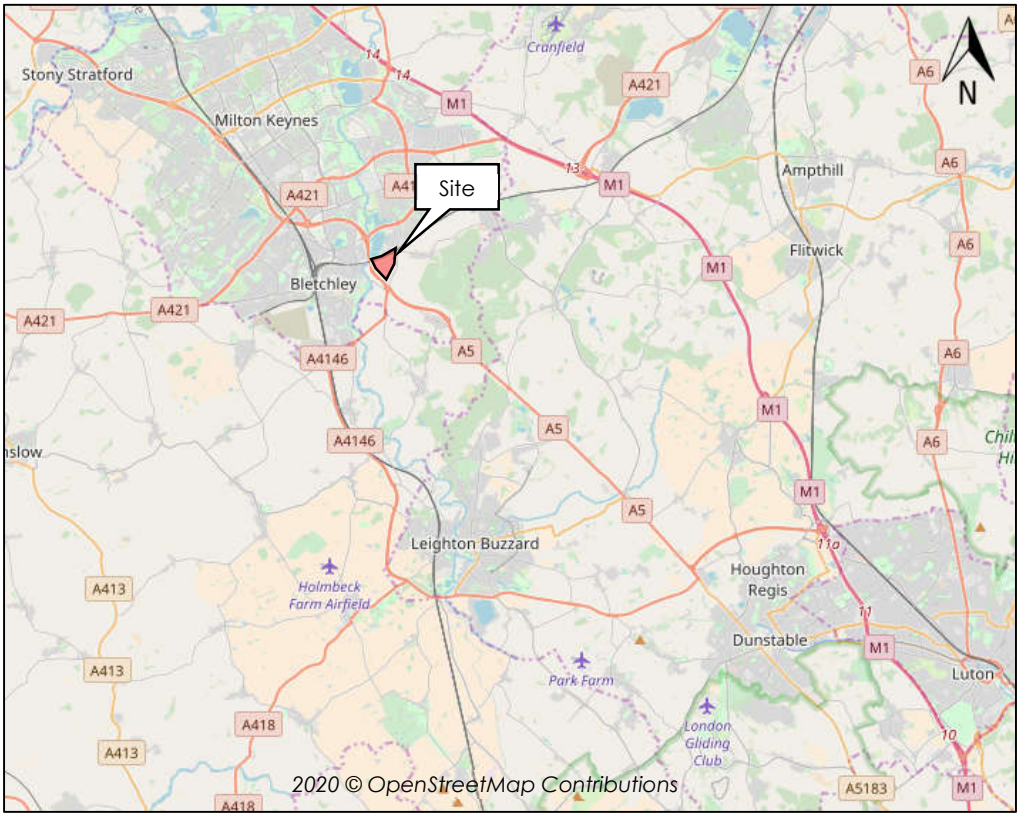

Figure 1: General Site Location Plan

Existing Use

2.2 The existing site currently comprises several agricultural fields bound to the north by the Bletchley to Bedford Marston Vale Railway Line and Caldecotte Lake/Business Park, east by V10 Brickhill Street and agricultural fields, south by the A5 Kelly's Kitchen Roundabout and services and west by the A5 trunk road, a garden centre and agricultural fields.

2.3 Vehicle access for the existing site is currently taken from a number of gated farm accesses from V10 Brickhill Street, and the southbound carriageway of the A5 dual carriageway. Pedestrian access can also be taken from public footpath 'Bow Brickhill FP 004' (A&B) which run between Belvedere Lane and Greenways to the east, with links to Caldecotte Lake and V10 Brickhill Street.

Local Highway Network

2.4 V10 Brickhill Street is a single carriageway road routing in a north to south direction on the eastern edge of the proposed development. The road is approximately 7m wide and subject to the national speed limit within the vicinity of the proposed development.

2.5 To the north, V10 Brickhill Street leads on to a roundabout with Station Road. Station Road provides a route eastbound, through Bow Brickhill and into Woburn Sands. V10 Brickhill Street continues northbound where a level crossing is present providing access over the railway tracks at Bow Brickhill Railway Station.

2.6 To the south, V10 Brickhill Street routes to Kelly's Kitchen Roundabout junction with the A5, A4146 and Watling Street. The A5 routes south east towards Luton and the M1, and northwest through Milton Keynes, Towcester and onto the M1. The A4146 routes south towards Leighton Buzzard and Watling Street routes northwest through Bletchley and Milton Keynes.

2.7 In terms of the wider highway network, the M1 J14 is located approximately 13.2 km to the north of the site and could be reached in around 12-15 minutes via the A5 / Redmoor Roundabout / A421. M1 J13 is located to the east of the site, approximately 10.6 km, with a journey time of 10-20 minutes via the V10 Brickhill Street / A4146 / A421. M1 J11A is located to the southeast, approximately 19 km and could be reached in around 14-22 minutes via the A5 towards Dunstable.

2.8 Overall, it is considered that the site is well located for access to the local, regional and national highway network.

3.0 CONSTRUCTION PERIOD AND STRATEGY

Duration and Phasing Schedule

3.1 It is estimated that the construction programme for the proposed development would last approximately 24 months.

3.2 A high-level phasing schedule for the construction related activities on the site is as follows:

- Phase 1 – Site Setup
- Phase 2 – Infrastructure Build (roads, roundabout etc.)
- Phase 3 – Plot Build

3.3 Details of the phasing schedule will be refined by the Principal Contractor as part of the Full CTMP which would be undertaken as part of future reserved matters.

Construction Vehicle Access Arrangements

3.4 Precise details of the access arrangements to the site compounds, including HGV access and contractor vehicle access will be confirmed by the Principal Contractor as part of future reserved matters.

3.5 Construction vehicle access to the site will be taken from V10 Brickhill Street and it is envisaged that this will be in the vicinity of the proposed site access junction.

3.6 The location of the construction vehicle access will ensure that adequate visibility to the north and south along Brickhill Street is achievable from a 4.5 metre set-back allowing for visibility from HGV cabs. Visibility splays will be kept clear of obstructions through the operational use of the access. It is envisaged that the Principal Contractor will provide this information to MKC as part of future reserved matters.

3.7 Any security gates at the access would need to be set back from the edge of the public highway sufficiently so that an HGV turning in and waiting, would not protrude into the main carriageway and obstruct road users. To avoid this, security gates should be set-back at least 20 metres from the back of highway (including the footway).

4.0 CONSTRUCTION TRAFFIC

Construction Vehicle Classification

4.1 A wide variety of vehicle types would be used for the construction of the proposed development. Vehicles would be required to transport people, equipment and material.

4.2 Estimated volumes of Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) associated with the construction phase of the proposed development are summarised in this section of the OCTMP.

4.3 Construction vehicles have been classified as follows, in accordance with the Driver and Vehicle Standards Agency Lorry types and weights guide[1].

- LGV = Vehicles 3.5 tonnes (t) or below in gross weight; and
- HGV – Vehicles above 3.5 t in gross weight.

4.4 The proposed construction traffic routes are illustrated in Figures 2 and 3 of this document.

4.5 **Table 1** outlines the vehicle classification and typical vehicle types that would be required for the construction of the proposed development. These have been identified based on experience of those used for similar industrial warehousing development projects.

Table 1: Typical Construction Vehicles Classification

Light Goods Vehicles	Medium and Heavy Goods Vehicles
3.5 t or below	**Over 3.5 t**
Car, van, 4x4 pick up, welfare van	Excavator, HIAB/winch tractor, tractor and trailer, 10m and 12m rigid vehicles, 20t tippers, concrete mixers, 14m and 16.5m articulated vehicles, low loaders, small and larger cranes (250t and 300t)

4.6 The typical vehicles would be used for a range of activities during the construction of the proposed development as presented in **Table 2**.

[1] https://www.gov.uk/government/publications/guide-to-lorry-types-and-weights

Table 2: Typical Construction Vehicles and Activities

Vehicles	Activity
Car, van, 4x4 pick up	Surveying/setting out
Car, van, 4x4 pick up, tractor and trailer	Vegetation clearance
Car, van, 4x4 pick up, tractor and trailer, HIAB winch/tractor, 20t tipper, dumper, excavator, compactor roller	Access construction, work area preparation, construction compounds
Car, van, 4x4 pick up, tractor and trailer, HIAB winch/tractor, 20t tipper, small crane, large crane (250t and 350t) typically one off movements, concrete mixer, 10m and 12m rigid vehicles, 14m and 16.5m articulated vehicles and low loaders	Foundations, pylon erection, scaffold construction, line stringing Tunnel shaft, tunnelling, head house construction Bulk material delivery / removal
Car, van, 4x4 pick up, tractor and trailer, excavator, dumper	Reinstatement of accesses and compounds

4.7 It should be noted that the list of vehicles is not exhaustive and that the precise type and composition of the fleet of construction vehicles used will be determined by the appointed contractor(s).

Construction Traffic (HGVs)

4.8 Based on previous experience of similar sites, the Applicant's professional adviser estimates that the construction programme will generate an average of 15 HGVs per day during each construction period. Daily deliveries will vary considerably depending on the construction activity at the time. However, it is estimated that daily HGV deliveries would range between 10 and 20.

4.9 The most common type of vehicle would be a tipper truck to removal of material and flat bed lorries for the delivery of construction material.

4.10 It is anticipated that a detailed CTMP will be conditioned as part of a grant of planning permission and include information on precise vehicle movements and restricted hours of operation.

4.11 The following section of the report outlines best practice measures that will be adopted by the contractor in order to minimise the impacts on the local and strategic highway networks.

Construction Traffic (LGVs)

4.12 It is anticipated that there would be up to 100 construction workers on-site at any one time during the plot build phase. The shift patterns are likely to be Monday to Saturday 07:30 to 18:00 hours.

4.13 On this basis, construction staff could have the potential to generate 100 inbound vehicle trips between 07:00 and 07:30 and 100 outbound vehicle trips between 18:00 and 18:30. This level of vehicle trip generation is outside of the typical peak hours for the local highway network of 08:00-09:00 and 17:00-18:00.

4.14 Furthermore, it should be noted that the above assumes no vehicle sharing, when the workers are likely to be travelling together in group work vehicles.

Abnormal Indivisible Load Movements

4.15 Legislation requires hauliers to notify the movement of most abnormal loads and abnormal vehicles to the highway and bridge authorities before moving them by road.

4.16 There is also a requirement to notify heavier loads and vehicles to the police. For the largest and heaviest abnormal loads, prior permission before moving is required from Highways England's Abnormal Loads Team.

4.17 An "abnormal load" is a vehicle and load that has any of the following.

- A weight of more than 44,000kg.
- An axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle.
- A width of more than 2.9m.
- A rigid length of more than 18.65m.

4.18 An "abnormal indivisible load" (AIL) is defined as a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that owing to its dimensions and/or weight cannot be carried on a vehicle complying with the Road Vehicles (Construction and Use) Regulations 1986[2].

4.19 It is possible that the proposed development would require the movement of AILs during the construction period. Details of the AIL movements will be documented in an Abnormal Indivisible Loads Report appended to the Full CTMP to be submitted by the Principal Contractor as part of future reserved matters.

[2] The Road Vehicles (Construction and Use) Regulations 1986. SI 1986:1078 (as amended).

5.0 CONSTRUCTION TRAFFIC ROUTE STRATEGY

Introduction

5.1 The proposed construction traffic routeing strategy is based on the following principles:

- provide safe and efficient construction access for the Proposed Development;
- reduce as far as reasonably practicable and mitigate to acceptable levels disruption to the public;
- where practical use the shortest route between the access point and the SRN;
- avoid routes through local villages such as Bow Brickhill and Woburn Sands;
- as far as reasonably practicable avoid sensitive receptors; and
- use of temporary access points in order to reduce impacts on the local road network.

Construction Traffic Routes

To/from M1 Junction 15 (North)

5.2 **Figure 2** presents the HGV Routing Plan for all trips to and from M1 Junction 14 for access to and from the North. The proposed routing reflects the Plan MK Inspector's comments provided in the introduction to this plan.

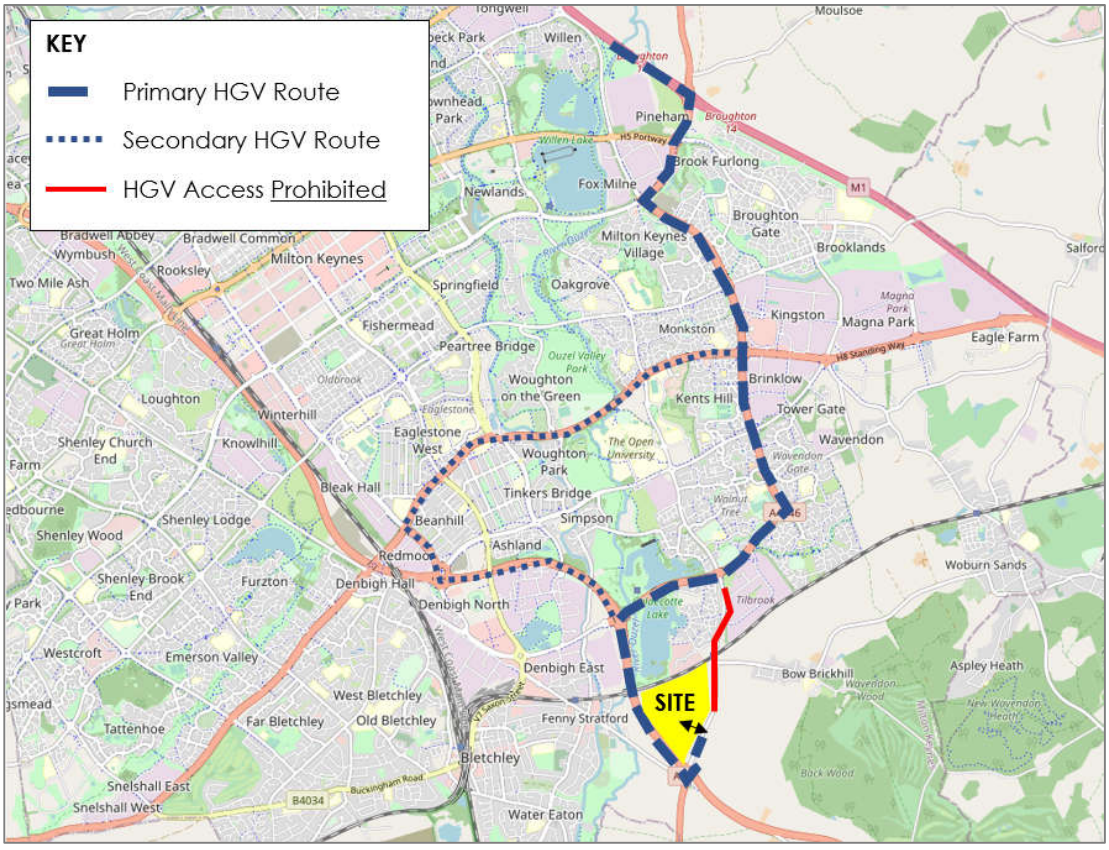

Figure 2: HGV Routing Plan (to/from M1 Junction 14)

5.3 As shown, the Primary Route for construction-related HGVs will be via the M1 J14 (from north to south):

i. A509, straight ahead at Northfield Roundabout;
ii. A4146 (H6 Childs Way), left at roundabout onto A4146 Tongwell Street;
iii. Straight ahead at Tongwell Street/Chaffron Way, continuing along A4146 southwards;
iv. Straight ahead at Brinklow Roundabout continuing along A4146 southwards;
v. Straight ahead at Walnut Tree Roundabout continuing along A4146 southwards;
vi. Right at Browns Wood Roundabout onto A4146 Bletcham Way;
vii. Straight ahead at Bletcham Way/ V10 Brickhill Street Roundabout continuing along A4146 westbound;
viii. Left at Caldecotte Roundabout onto the A5 southbound;
ix. Left at Kelly's Kitchen Roundabout onto V10 Brickhill Street; and
x. Left into proposed site access/compound.

5.4 The Secondary Route for construction-related HGVs is similar to the of the Primary Route, however, at the Brinklow Roundabout (Step iv.) HGVs will turn right onto A421 Standing Way and access the site via A5 Redmoor Roundabout. The Secondary Route is a contingency route and would only be used if the preferred route became unavailable. A route is considered to be 'unavailable' if it is either closed (by the highway authority or Police) or becomes subject to a restriction, making it unsuitable for construction traffic (for example a weight or height restriction).

5.5 The route between M1 J14 and the site via V10 Brickhill Street (to the north of the site) will be prohibited to construction-related HGVs.

To/from M1 Junctions 11A and 13 (South)

5.6 **Figure 3** presents the HGV Routing Plan for all trips to and from M1 Junctions 11A and 13 for access to and from the South. The proposed routing reflects the Plan MK Inspector's comments provided in the introduction to this plan.

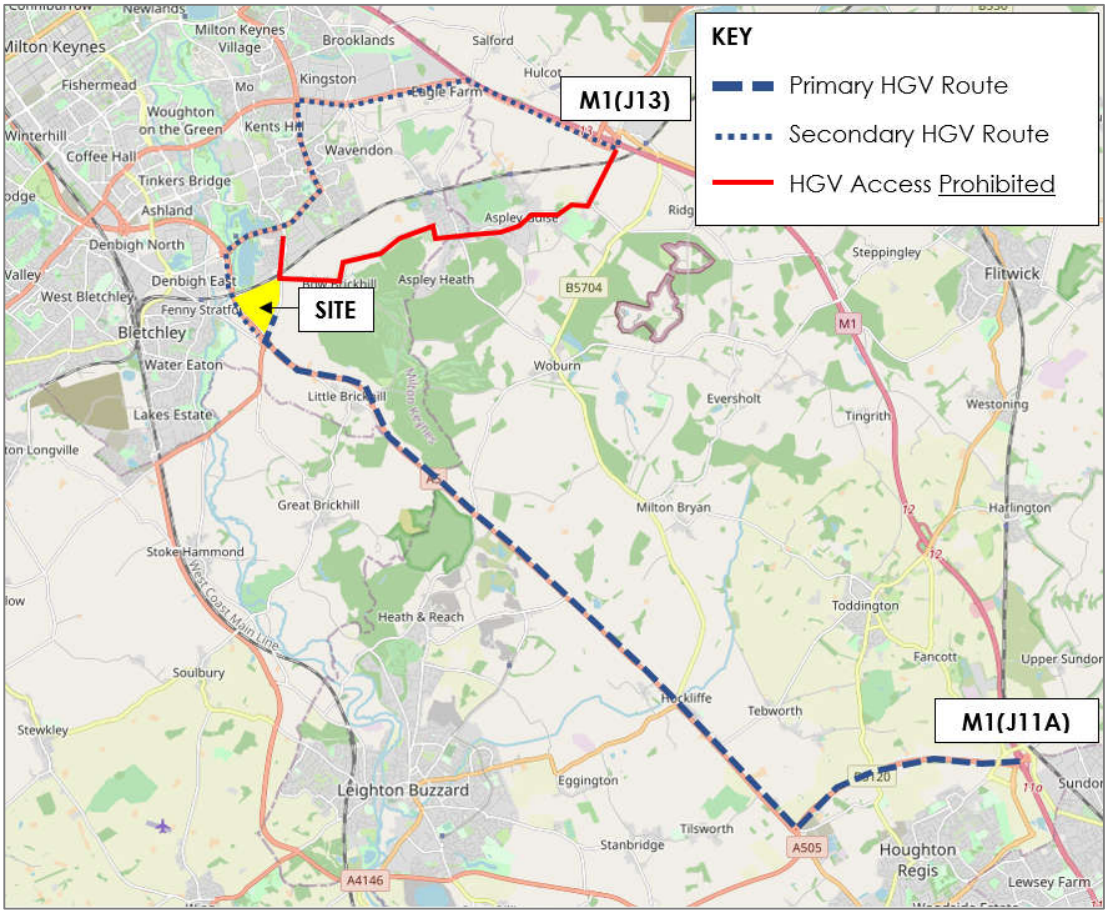

Figure 3: HGV Routing Plan (to/from M1 Junctions 11A and 13)

5.7 As shown, the Primary Route for construction-related HGVs on the route from M1 J11A will involve (south to north):

i. Second exit at roundabout onto the A5 Dunstable Northern Bypass;
ii. Straight ahead at roundabout with B5120, continuing on the A5;
iii. Right at roundabout (third exit) onto the A5 Watling Street;
iv. Straight ahead at roundabout with Sheep Lane, continuing on the A5;
v. Right at Kelly's Kitchen roundabout (fourth exit) onto the V10 Brickhill Street; and
vi. Left into proposed site access/compound.

5.8 The Secondary Route for construction-related HGVs approach from the south via M1 J13 will involve (east to west):

i. Second exit at roundabout onto the unnamed link road;
ii. Straight ahead at roundabout onto A421;
iii. Straight ahead at roundabout with Burney Drive, continuing on the A421;
iv. Straight ahead at roundabout with Chevry Close, continuing on the A421;
v. Right at the roundabout (third exit) onto the A421 Standing Way;
vi. Left at Brinklow roundabout onto the A416 Tongwell Street;
vii. Straight ahead at Walnut Tree roundabout, continuing on the A416 Tongwell Street;
viii. Right at Browns Wood Roundabout onto A4146 Bletcham Way;
ix. Straight ahead at Bletcham Way/ V10 Brickhill Street Roundabout continuing along A4146 westbound;
x. Left at Caldecotte Roundabout onto the A5 southbound;
xi. Left at Kelly's Kitchen Roundabout onto V10 Brickhill Street; and

xii. Left into proposed site access/compound.

5.9 The route between M1 J13 and the site via Aspley Guise and Bow Brickhill will be prohibited to construction-related HGVs.

Construction Traffic Routes Risk Register

5.10 A Construction Traffic Route Risk Register and Hazard Map will be produced by the Principal Contractor in reviewing the selected construction traffic routes and identifying appropriate potential control measures. This would be implementable upon contract award as required by the Construction Design Management (CDM) regulations.

Reporting Non-Compliance and Remedial Actions

5.11 The Principal Contractor shall adopt a transparent and cooperative approach to local land-owners and other stakeholder's concerns during the construction period.

5.12 Members of the public and MKC shall be encouraged to report vehicles on unauthorised routes or operating outside of agreed times, by contacting the Principal Contractor on a dedicated phone number or email address. Repeated failure to use authorised routes will result in disciplinary action in line with the Principal Contractor's disciplinary and grievance policy.

5.13 HGVs that are either reported for utilising routes which are not approved by MKC or which are observed by MKC representatives to travel along inappropriate routes, or in an inappropriate manner, shall be reported to the Principal Contractor for investigation. Thereafter, the Principal Contractor shall carry out all possible enquiries to identify the relevant company and driver responsible.

6.0 MITIGATION OF HAZARDS ASSOCIATED WITH CONSTRUCTION VEHICLES

Mitigation of Mud and Debris

6.1 The applicant will ensure that the Principal Contractor takes adequate precautions to avoid depositing mud/debris from the site or from any construction vehicles associated with the development on the highway. A wheel wash facility shall be provided at the site to help minimise the risk of this occurring.

6.2 Where deposition of dirt on the highway is unavoidable, any mud/debris shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

Mitigation of Impact on Other Highway Users

6.3 The following measures will be adopted by the Principal Contractor to ensure that construction activity is not detrimental to the safety of other highway users:

- Secure fencing will be erected to the site boundary with a lockable access.
- The appropriate licences will be obtained for scaffolding and gantries (if required).
- The adjoining public highway will be kept clean and free from obstructions.
- Lighting and signage to be used on temporary structures, skips and hoardings.
- On-site pedestrian and vehicle movements will be separated through the following actions recommended by the Health and Safety Executive (HSE)[3]:
    - **Entrances and exits** – separate entry and exit gateways will be provided for pedestrians and vehicles;
    - **Walkways** – firm, level, well-drained pedestrian walkways will be provided that take a direct route where possible;
    - **Crossings** – where walkways cross roadways, clearly signed and lit crossing points will be provided so that drivers and pedestrians can see each other clearly;
    - **Visibility** – adequate visibility will be provided for drivers exiting onto Brickhill Street; and
    - **Barriers** – consideration will be given to installing a barrier between the roadway and walkway.

Vehicle Call-Up Procedure

6.4 The following measures will be adopted during the construction periods to minimise the traffic and environmental impacts of construction-related deliveries to the site:

- All deliveries shall be pre booked and allocated set arrival times. This will be designed to encourage no more than one delivery at a single time to avoid drivers having to wait on the highway network.
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwelling times.
- Vehicles shall not wait or stack on the road.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- The engines of contractors' vehicles shall not be kept idling.

[3] https://www.hse.gov.uk/construction/safetytopics/vehiclestrafficmanagement.htm

7.0 HIGHWAY CONDITION SURVEY

7.1 A Walk-Over Condition Survey on the local highway network will be carried out and agreed with highway officers prior to commencement of construction, in order to assess the baseline conditions. This will incorporate a photographic record as appropriate. This would be followed by a further Condition Survey with highway officers with a further photographic record covering the same extents as previous at the end of construction activities.

7.2 This process will identify and agree any remedial works reasonably attributable to construction activities. Where these are evident, they will be completed by the contractor post-completion of the construction programme.

8.0 MONITORING, REVIEW & IMPROVEMENT

Communication

8.1 The Principal Contractor will consult with local highway authorities. The Final CTMP and compliance is expected to be secured through a planning condition and discharged as a future reserved matter.

8.2 In order to ensure that the objectives and mitigation measures which are set out in the OCTMP are met, implemented as appropriate and managed effectively, the Principal Contractor will ensure that a Transport Review Group is in place prior to and during the construction period of the proposed development.

8.3 The Transport Review Group would have the following responsibilities:

- Communicate and monitor the OCTMP and its mitigation measures;
- Ensure records of HGV movements are maintained and reported;
- Be the first point of contact for the public, stakeholders and contractors;
- Hold regular update meetings with local highway authorities and relevant stakeholders;
- Record near misses, incidents and hazards and resolve issues as informed by contractors, stakeholders and the public; and
- Monitor, review and improve, where necessary, the OCTMP and the associated mitigation measures.

Compliance, Enforcement and Corrective Measures

8.4 The Developer would be committed to ensuring compliance with the Final CTMP and recognises that self-enforcement would reduce the resource requirements of local highway authorities and emergency services.

8.5 As a consequence, the following compliance methods are proposed to be adopted, as far as reasonably practicable:

- Traffic Safety and Control Officer to be appointed;
- Delivery Management System; and
- HGV identification and tracking technology.

8.6 Compliance with the Outline CTMP would be part of the conditions of contract and penalties for non-compliance would be imposed by the Developer.

8.7 The Transport Review Group would provide a platform to ensure that any issues are recorded, addressed and appropriate corrective measures are implemented.

APPENDICES

Appendix A

Indicative Masterplan

Ref:

Revisions:

P10: 16/04/20 kbl Client comments incorporated
P11: 10/07/20 IY Kelly Roundabout improvements revised

planting / public art

Swale

Railway

Diversion of PROW

Emergency Access to Brickhill Street

0.49h; 1.22Ac

Existing Anglian Water compound - does not form part of this site.

Bletchley to Bedford Railway

Leisure Route Footpath / PROW Diversion

Leisure route Footpath to connect to existing via existing underpass

Unit 1
Warehouse: 473,200 sq ft
Office (1st): 21,000 sq ft
Hub Off (2st): 3,200 sq ft
Total GIA: 497,400 sq ft
Ratio 1:1.85, 100% Per Acre

1.40h; 3.47Ac

Unit 4
Warehouse: 230,000 sq ft
Office (1st): 21,000 sq ft
Hub Off (2st): 3,200 sq ft
Total GIA: 254,200 sq ft
Ratio 1:1.85, 100% Per Acre

4.32h; 10.68 Ac

Unit 3
Warehouse: 344,980 sq ft
Office (2st): 21,528 sq ft
Hub Off (2st): 3,200 sq ft
Total GIA: 369,708 sq ft
Ratio 1:2, 100% Per Acre

6.42h; 15.87Ac

Unit 2
Warehouse: 573,000 sq ft
Office (2st): 36,000 sq ft
Hub office (2st): 6,400 sq ft
Total GIA: 615,400 sq ft
Ratio 1:1.9, 100% Per Acre

10.98h; 27.13 Ac

1.58h; 3.90Ac

1.13h; 2.80Ac

Grid Road Reserve
4.70h; 11.62Ac

Unit 9
Offices: 157,800 sqft
Off (2st): 7,000 sqft
Total GIA: 164,800 sqft
Ratio 1:1.52, 72sq Per Acre

3.34h; 8.25 Ac

Unit 10
Warehouse: 250,000 Sq ft
Office (1st): 20,500 sq ft
Hub Off (2st): 3,000 sq ft
Total GIA: 273,500 sq ft
Ratio 1:2, 100% Per Acre

4.89h; 12.09Ac

Green Link
7.52; 18.58 Ac

Unit 5
Warehouse: 340,000 sq ft
Office (1st): 20,000 sq ft
Hub (1st): 3,200
Total GIA: 363,200 sq ft
Ratio 1:1.9
100% Per Acre

8.51h; 21.0 Ac

Onsite infrastructure
2.51h; 6.21Ac

Public Art

Application Line
58.13h; 143.64Ac

33kv primary sub-station

Onsite infrastructure
0.1h; 0.25Ac

Public Art

Redway

Highway Ditch

Site	GIA (ft²)	NDA (ac)
Unit 1	473,200	21.0
Unit 2	615,400	27.13
Unit 3	369,708	15.87
Unit 4	254,200	10.68
Unit 5	61,400	3.47
Unit 6 (office)	10,400	1.22
Unit 7	53,700	3.90
Unit 8	49,800	2.80
Unit 9	164,800	8.25
Unit 10	278,500	12.09
Total	**2,331,108**	**106.41**
	Total	**139.9**

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South Caldecotte

Drawing Name:
Indicative Masterplan 23

Drawing Status:	PLANNING
Suitability:	S2
Rev:	P11
SGP Project:	16-048
Drawn:	KBL
Team:	IY
Date:	13/11/2018
Scale:	1:2500@ A1

Drawing Number:
16-048-01-SGP-XX-00-DR-A-1006-P11

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