



**MILDENHALL HUB**

**Pre-Application  
Consultation:  
Public  
Responses**

**DOCUMENT CONTROL SHEET**

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This document summarises feedback received from the local community during the informal pre-application consultation for the Mildenhall Hub which was carried out in January and February 2017. This public consultation has led to changes to the scheme that will be submitted for planning consent in spring 2017 and the partners wish to thank all of those who took part.

The results of pre-application consultation with staff, statutory bodies and the RIBA design panel are also reflected in the submitted application.

## 1. BACKGROUND

The Mildenhall Hub project was launched in 2013, with a first business case completed in 2014 and updated in 2016. The project has been the subject of widespread media coverage at all stages and, in 2016, there was public consultation by the Planning Authority on a Development Brief for the preferred site at Sheldrick Way. Changes were made to the Brief as a result of that consultation and these were reflected in the first draft designs for the Hub published in early 2017 as part of the pre-application consultation.

## 2. MEANS OF CONSULTATION

The community element of the pre-application consultation in 2017 was publicised in the following ways:

- Press release (and resulting media pieces)
- Council and Mildenhall Hub websites
- Social media releases
- Letter to all residents and businesses on nearest streets to the Hub site
- Letters to key stakeholder organisations.

The consultation was also publicised to staff, students and parents at Mildenhall College Academy and featured in the *Mildenhall Messenger* magazine.



Means of responding to the consultation were provided at the public exhibition and council offices, as well as online, by email and by post. Respondents could use the provided response form or submit their own documents. The consultation ran between 10 January and 10 February 2017.

As with the 2016 consultation on the Development Brief, two consultation events were held. Firstly, a meeting arranged by the residents' association for Wamil Way and surrounding streets was held on 10 January. Secondly, a public exhibition at MCA6 was held over several hours on the afternoon/evening of 24 January (see photos). Both events were well attended.

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All of the information made available at the two public events was posted on the [www.mildenhallhub.info](http://www.mildenhallhub.info) website, along with other background information and answers to commonly asked questions about the scheme. Copies were also available to inspect at council offices.

A separate briefing was also requested by (and provided to) Mildenhall Parish Council members and Mildenhall & District Swimming Club as a result of the pre-application consultation. Partners in the Hub project have also carried out their own communication exercises for staff, councillors, trustees, users, etc.

Since the consultation ended, there has been continuing local discussion about the scheme, in particular regarding the proposed relocation of the fire station. As a result, Suffolk County Council have arranged a further 'drop-in' event on 23 May, 2017 to allow discussion of this particular matter with the public (which was after the preparation of this summary). All comments received at this event will be published separately and provided to the Planning Authority as part of planning application so they can also be taken into account.

### 3. RESPONSES RECEIVED

At the time it closed on 10 February, 141 separate written responses had been received to the consultation from members of the public/groups (and none since). The distribution of most of these responses (as some were from outside of the immediate area) is illustrated on the map at **Appendix A**. The responses are divided on the map to show those received via the Mildenhall Action Group's own consultation (see Appendix F) and those received directly by the Council.

In addition, and as explained in Appendix C, every student and member of staff at Mildenhall College Academy was consulted on the draft plans, representing the feedback of over 1000 people.

**Appendix B** of this report is a record of the residents' association meeting. **Appendices C to K** provide the comments received from the Academy and members of the public. These are verbatim

(but anonymised if necessary) and sorted under the various subject headings indicated on the response form. Some comments overlap headings and are repeated in more than one Appendix.

#### 4. HOW THE RESPONSES HAVE BEEN ACTED UPON

The majority of responses received related to highways matters, and the highways consultants appointed by the partners have analysed these. This analysis and their findings/proposals are provided separately as part of the main planning submission and on the Hub website.

In addition to looking at highways impacts, the partners have also made a number of other changes to the final scheme as a result of the public feedback received at both the Development Brief and Pre-application consultations. These include, but are not limited to:

1. Removal of 15-20 units of complementary specialist housing from the scheme
2. Positioning of buildings, car parks and pitches within the site to minimise the impact on amenity
3. Retaining the existing car park off Wamil Way for use by local residents/organisations
4. Changes to boundary planting to address concerns about loss of light/signal
5. Design of the main site entrance off Queensway
6. Position of disabled parking in relation to health centre
7. Provision of overflow parking on site for events
8. Layout and fit-out of swimming hall for use by swimming club
9. Fire safety measures.

In addition a number of changes have been made to the internal layouts used in the pre-application consultation as a result of feedback from staff and users, the RIBA panel and the clients' own review.

The 'commonly asked questions' section of the website has also been updated as a result of the consultation.

## 5. APPENDICES

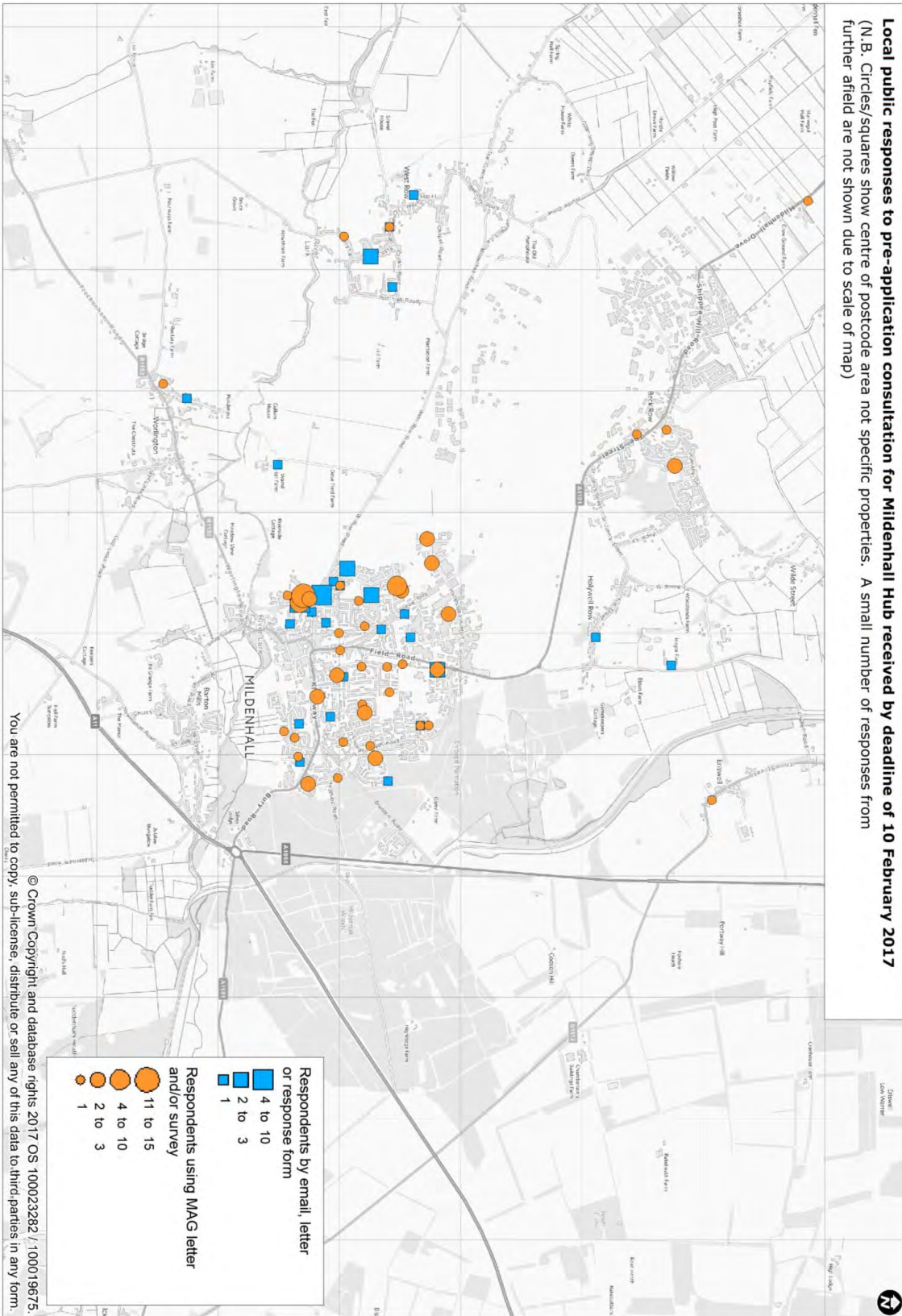
- A. Map of consultation responses**
- B. Meeting notes – residents’ association 10 January**

*Comments received under the following categories*

- C. General**
- D. Building Design and Visual Appearance**
- E. Landscape Design and Site Layout**
- F. Highways and Footpaths**
- G. Acoustics**
- H. Effect on listed building or conservation area**
- I. Ecology or Nature conservation**
- J. Sustainability**
- K. Other**

## 6. APPENDIX A – MAP OF RESPONSES

**Local public responses to pre-application consultation for Mildenhall Hub received by deadline of 10 February 2017**  
 (N.B. Circles/squares show centre of postcode area not specific properties. A small number of responses from further afield are not shown due to scale of map)





## 7. APPENDIX B – MEETING NOTES

### Mildenhall Hub

**Location:** Mildenhall Cricket Club, Wamil Way **Date** 10 Jan 2017 7:00 pm

**Purpose:** Residents' Meeting Notes

#### 1.0 Purpose of Meeting

1.1 To obtain feedback on the current project design as part of the Pre Planning Public Consultation process.

#### 2.0 Comments/ Feedback

2.1 Queries highlighted as to how the housing development to the west relates to this project. *In Response it was noted that housing did not form part of the Mildenhall Hub project and was not part of the Planning Application.*

2.2 Concerns raised on suitability of access via Sheldrick Way.

2.3 Concerns raised over existing highway capacity issues. General concern that the project would further add to what was seen as current congestion at peak times.

*In response it was noted that a transport assessment was being carried out to understand the likely impact and mitigation measures required.*

2.4 H&S concerns over emergency vehicles exiting the site along Sheldrick Way.

2.5 Concerns relating to noise impact associated with emergency vehicles.

2.6 Concerns that emergency services will not be able to respond to incidents as effectively in this new location.

*In response it was noted that Suffolk Fire Services and Suffolk Police were still to make their final decision, and traffic considerations would form part of that assessment. They would also be attending the exhibition event on 24/1 and could provide a more detailed response.*

2.7 It was questioned whether alternative sites had been considered.

*In response it was noted that numerous alternative sites were previously assessed in the 2014 business case, resulting in Sheldrick Way being selected as the preferred site and this being the subject of consultation for the development brief in 2016*

2.8 Query over the suitability of the tree planting to the North East landscape buffer considering proximity of electric cables.<sup>1</sup>

2.9 Question over acoustic treatment to north east corner of site.

*In response it was noted that a significant soft landscape buffer would be provided along with maintaining the playing field. The nearest car park is therefore situated a considerable distance from the housing. A noise impact assessment is also being carried out.*

2.10 Concerns highlighted over safeguarding issues in terms of pupils coming into contact with members of the public using other services in the Hub e.g. people recovering from drug problems.

*In response it was noted that pupil safeguarding is at the forefront of the design and this has been designed in, with extensive consideration from the Academy to this issue.*

<sup>1</sup> After the meeting a resident also highlighted that loss of light/signal to neighbouring properties should also be taken into account, particularly those with PV panels.

- 2.11 Concerns that the relocation of the health centre will mean people without vehicle access may struggle to access it.  
*In response it was noted that, while the Hub will mean those living to the east of the town are further from some of the current services, those services (and the Hub) serve the whole town and surrounding area. Therefore providing a number of services from a single building which is as close as possible to the town centre is likely to offer the best accessibility to the most people. There will also be a pedestrian access via Church Walk and new bus routes can also be established.*
- 2.12 Question raised on the project budget and why the existing buildings weren't being retained and refurbished.  
*In response it was noted that many of the existing buildings are coming to the end of their life span, required major refurbishment and/or are too large or small for current needs. The most cost effective solution for the life cycle of the project is a new build shared solution which reduces the size of the public estate and offers more efficient and flexible facilities.*
- 2.13 Question on how any new Gypsy and Traveller site provided under the local plan would impact the Hub.  
*In response, it was agreed to record that this query had been raised at the meeting, but clarified that no impact on the hub was envisaged.*
- 2.14 Spectator seating to swimming pool was noted as a key requirement.
- 2.15 Suggestion that informal play area could be added the south of the site, perhaps situated north of the Suds basin.
- 2.16 Query why flat roofs were being proposed.  
*In response it was noted that the design would incorporate both flat and mono pitched roofs which could accommodate PV panels. If a Bauder or similar approved system was to be used for the roof covering, there is the opportunity to achieve a system guarantee of up to 25 years.*
- 2.17 Concerns raised over Highways department transport assessment of proposed development at end of Wamil Way, and request for consistency in approach...
- 2.18 Question when a bypass would be built for Mildenhall.  
*In response it was clarified that, like any other planning application, the Hub would be considered in terms of its own impact on the transport network, and there was no indication to date that it would require a bypass; only potential mitigation to town centre junctions/streets. The issue of a bypass or link road would be more likely to be addressed as part of wider growth proposals as the Hub involved the distribution of existing traffic movements within the town.*
- 2.19 Question about publicity for this and previous consultation events.
- 2.20 Safeguarding concerns raised over pupils sharing a Library with the public.  
*In response it was noted that this has been fully considered and pupils will be accompanied by a teacher. There are examples of this arrangement working elsewhere around the country and it allows pupils access to an increased stock.*
- 2.21 Concern that it will become problematic to drive along Wamil Way as a result of public footpath access from Church Walk.
- 2.22 Concern that the new Leisure facility won't include squash courts in phase 1.
- 2.23 Local Farmer requested confirmation of what the area the north west of the site would be used for before phase 2 commences.
- 2.24 Concern over fire protection and risk associated with having all public services located in one building

## 8. APPENDIX C

### General Comments

*This section is intended to summarise general comments made about the Hub concept, the specific choice of site and the range of services on offer, and any other matters not covered elsewhere. These comments were often made as part of more detailed submissions on design and highways matters which are captured in full in other sections of this report (hence being summarised below and repeated in the document).*

	Comment
1.	<p><b>Feedback from House Council Minutes, Spring Term 2017</b></p> <p><i>As part of the pre-application process all partners in the project carried out their own internal consultation, with a focus being on internal layout and operational management issues. However, as part of this process, Mildenhall College Academy asked its students and staff about the wider aspects of the Hub project which are summarised in some of the sections of this report. The process involved the whole school: the Mildenhall Hub website link was sent to all form tutors within the Academy; each form group discussed the Hub proposals during their tutor times; each of the four House Councils met, with representatives from each form group attending; each Council looked at the exhibition boards and spoke with the Principal; after this, the pupils, led by their House Leaders fed back their thoughts and ideas. This means that the whole of the 11-16 Academy pupils and staff were involved in the process of the public consultation and feeding back their ideas and opinions.</i></p> <p><b>What does a new school mean to students? (good and bad)</b></p> <ol style="list-style-type: none"> <li>1. Like the idea of public library/facilities.</li> <li>2. More room – more students and courses.</li> <li>3. Too much in one area – want a focus on education/students/</li> <li>4. Helpful/sufficient facilities.</li> <li>5. Amazing / Bigger / Better</li> <li>6. Some are concerned it's a waste of money – but seems good value getting 'free' extras as part of the Hub e.g., swimming pool / library.</li> <li>7. Well made, well built, 'fit for purpose'.</li> <li>8. Good to link MCA back to MCA6, will improve MCA. But MCA6 still have own positives which already work well.</li> <li>9. Encouraging education.</li> <li>10. Good for changing attitude to learning.</li> <li>11. Increases maturity levels as they might interact with the public.</li> <li>12. Colourful.</li> <li>13. 21<sup>st</sup> Century.</li> <li>14. Encourages development in the town.</li> <li>15. Centralised community.</li> <li>16. Very excited for a swimming pool.</li> <li>17. Good – police presence.</li> <li>18. Concerns over 'Hub' people and safety of pupils</li> <li>19. Health centre / Police / Fire</li> <li>20. Better working environment.</li> </ol>

	<p>21. Good price to get the building and facilities.</p> <p>22. A new Academy building reduces stigma that is attached to MCA due to the poor quality of our facilities at the moment.</p> <p>23. Distance at the 'other end' of Mildenhall</p> <p>24. Our school falling apart so we are really looking forward to a new building</p> <p><b>How will the Hub bring the Mildenhall community together?</b></p> <ol style="list-style-type: none"> <li>1. All in one place will bring the community together.</li> <li>2. Let parents/others get a feel of the school.</li> <li>3. Very exciting to have a new school for our community.</li> <li>4. We are looking forward to using the facilities and using these as work experience and to improve our GCSE, e.g. HSC students working in the nursery.</li> <li>5. Too good for the town.</li> <li>6. Positive to share resources and have expertise in school.</li> </ol> <p><b>How can MCA use the community facilities? (in school time) / How can the community use MCA facilities? (out of school time)</b></p> <ol style="list-style-type: none"> <li>1. Sometimes used by students and community.</li> <li>2. Use facilities in lessons/resources.</li> <li>3. Good sports hall and facilities which will be great for the school and the whole of Mildenhall.</li> <li>4. Good, more options.</li> <li>5. Bad – other people and sharing (some Academy equipment may get broken).</li> <li>6. Concern over what can be seen.</li> <li>7. Can we have a large space that can be used by the public for meetings / drama performances etc. (it could be used by others in the local community, e.g. Bunbury Players)? Currently in Mildenhall, if you exclude the church, there is no space for large / public community events. This is an opportunity to solve this problem</li> </ol> <p><b>What could the students be responsible for in the running of the Hub?</b></p> <ol style="list-style-type: none"> <li>1. Maintenance – rubbish, catering</li> <li>2. Help in the library.</li> <li>3. Sixth form students could help in the preschool.</li> <li>4. Clubs run by older students.</li> <li>5. Keep facilities in good condition.</li> <li>6. Litter.</li> <li>7. Community links.</li> <li>8. Work experience.</li> <li>9. Showing people where to go in the 'Hub' – community work.</li> </ol>
2.	<ul style="list-style-type: none"> <li>• We think the proposals are great. It will be good for the students to have a safer learning environment and where next door's lesson noises stay next door. The sports facilities and access to the library will be much more practical and accessible for families.</li> <li>• We think the idea of incorporating the different stages / ages of learning is a wonderful idea and that will ease the children through their transitions.</li> <li>• As a parent, I like the idea of the health centre so close to an upper school, so the children have access to confidential information from professionals.</li> </ul>

3.	What further options will there be for those who are not sporty? Have the community been asked their opinion or have others decided for them?
4.	<ul style="list-style-type: none"> <li>• 50M pool? Similar to the UEA to provide further opportunities with better viewing.</li> <li>• Too many speakers [<i>at the Exhibition</i>] mentioned finances and keeping 'stakeholders' happy. If this is being provided for the community then people not finances should come first.</li> </ul>
5.	<p>Likes:</p> <ul style="list-style-type: none"> <li>• Principle of Hub</li> <li>• Connectivity with centre of town (5mins walk)</li> <li>• Cost £38M budget seems reasonable.</li> </ul>
6.	Like the layout and quick access from centre of the town.
7.	<p>General Comments: This is a good idea, but more attention needs to be paid to:</p> <ol style="list-style-type: none"> <li>a. Impact on other parts of the town which will be forced to travel further for services.</li> <li>b. The overall development scene, instead of piecemeal approach.</li> <li>c. Transport and access – the routing of traffic through the town is problematic, and a new access road a must.</li> </ol>
8.	Whilst in principle I think that the idea of a community hub would be beneficial to Mildenhall, I have huge concerns about the impact this hub will have on the volume of traffic passing my house on Queensway....In summary – a good idea if there was an alternative access road – or additional access road.
9.	Plans look good for the community, but concerns re access roads
10.	School and library plans look good, but very concerned with the fire station being moved to the site, as the road system is not up to the amount of traffic this will cause.
11.	Overall, design of the outside and conceptual ideas of the inside are impressive.
12.	Fantastic, I'm very impressed with the design. I hope money is available to build it, as advertised today.
13.	I am also concerned about putting all your eggs in one basket - regarding fire etc. We would lose all out amenities in one go.
14.	I think the design and concept looks great; landscaping and public areas look very appealing. As a member of staff of MCA I can honestly say we are in desperate need for a new school and this looks ideal...On the whole, looks good!
15.	I like the design and visual appearance and think it will be a great benefit to have all of the facilities together.
16.	Why on earth would someone think it is a good idea to move the current "very accessible" fire station to a small back road on the outskirts of town?
17.	<ul style="list-style-type: none"> <li>• The proposal for the hub in Mildenhall is a huge plan and one I see as being very damaging to the town. This area I am very familiar with is, as over ten years my friend and I campaigned and stopped a USAF build in this area and when our local MP came out, Richard Hancock, he declared this very location as the lung of Mildenhall and for a very good reason.</li> <li>• It is too far out of town for those who do not have a car, are elderly or disabled, where all the resources they are likely to need are to be situated.</li> <li>• I believe as do many of the residents that this entire idea is a very sad and that the impact will be catastrophic.</li> </ul>
18.	<ul style="list-style-type: none"> <li>• Shouldn't the Hub include a new GP surgery to help ease traffic pressure and parking in the market place and prepare for increased population growth in the coming years?</li> <li>• Does the proposed new sports centre replicate all existing services e.g. squash and tennis facilities?</li> </ul>

19.	<p>The current Swimming Pool at Mildenhall has served the local community for almost 50 years, and it is with great anticipation that the construction of a new pool is eagerly awaited. For many of us involved with Mildenhall and District Swimming Club (the Sharks) this represents a “once in a lifetime” opportunity to be involved in the specification, design and construction of the new Mildenhall Swimming Pool. However, it was with great disappointment that I learned of the proposed specification of the new pool. Whilst a six lane 25m competition pool, with a 20m X 8m learner pool will be a great improvement on the existing pool, I believe that there is scope to have an alternative design of a 50m pool. Based on the 50m pool at the UEA, Norwich, I believe that a 50m pool, with a moveable boom, and adjustable floor would fulfil the same requirements as the current design, but would give a fantastic opportunity to have the ONLY 50m pool in Suffolk. The additional cost of construction would be modest, as the pool surface areas and water volumes would be essentially similar, as would the running costs.</p>
20.	<p>I write to express my concerns regarding the Mildenhall Hub. In principle, I’m in favour of the new project, but do we need to have the emergency services there, namely the police and fire service? The Fire Station in its present position has a perfect infrastructure to negotiate when responding to emergency calls. Surely modernising the present Fire Station, and bolting on a police area would be more cost effective?</p>
21.	<p>I recognise that the concept of a shared service hub could be beneficial for the town but in this location I consider that the potential impact to the local highway would cause considerable harm to all users of the town, including residents and businesses. It is disappointing that this does not appear to have been given due consideration during this pre-consultation exercise and that it is the council’s intention to wait until the planning application stage to assess this matter thoroughly.</p> <p>The proposal to put emergency vehicles in this location, with access along Queensway and via the mini-roundabout junction is difficult to comprehend. I suggest a more practical solution would be to locate these services at the Dome Leisure Centre site which would allow much better access to the A11 and surrounding areas.</p>
22.	<p><i>[Other sections of this letter are included in later appendices]</i></p> <p>I write in response to the current 'Mildenhall Hub' Pre-App Consultation. Unfortunately I was unable to attend the public exhibition. I would not normally offer comments of this nature on the work of another architect but I feel very strongly that this – as it stands at least – is not a scheme which should be taken to a full planning application.</p> <p>I write in my capacity as a local resident and parent of two (soon to be three) children. This scheme will naturally impact significantly upon my family life and my children’s’ futures and I am keen to offer my thoughts on how it should be improved.</p> <p><b>1.0 Introduction</b></p> <p>1.1 I write in response to the preliminary designs and supporting information lodged at ‘mildenhallhub.info’. There are a number of areas which, in my view, require further clarification. I also wish to comment on the scheme’s conception and current design.</p> <p>1.2 It is important to state at the outset that I support the idea of a large ‘social infrastructure campus’ in Mildenhall, which will replace outdated and dilapidated existing buildings, freeing up brownfield sites for further housing development at the same time as</p>



	<p>providing an exemplar facility for local residents. Cllr Waters of Forest Heath District Council rightly describes this as a ‘visionary concept’ and one which is both ‘exciting and ambitious’. It should offer functional benefit but also economic benefit in terms of lifecycle costing, as the new structures will represent an immeasurable improvement over the facilities they replace. It seems to me to be precisely the type of forward thinking initiative which could contribute to a much needed ‘shot in the arm’ for Mildenhall and indeed the region, set against a broader context of base closures and potential to attract new residents priced out of the Cambridge property bubble.</p> <p>1.3 I wish to challenge certain practical aspects of the scheme’s location and layout, and to robustly challenge the nature of the design as currently drawn. It is fully understood that this ‘Pre App’ scheme requires much refinement and detail prior to submission for detailed Planning consent but the layout, scale, form, language and materiality are clearly established, and in my view largely inappropriate. It may be that points raised in this letter are inaccurate, or already addressed in the submitted documentation. I would welcome any such clarifications.</p>
23.	I think the idea of then hub is great but the location is madness. The Hub needs to be in a place with good access. This is simply not sustainable in its current location.
24.	While I am in favour of the proposed Hub. I have serious concerns regarding the access via Queensway.
25.	I am concerned by the amount of building work and am worried that the lovely fields that are used by some many people will disappear and be replaced by building upon building. I am not opposed to future building but do not want to be surrounded by concrete and built up areas, hence living here and not in London or a large town. Also Queensway is a nightmare with traffic now so what will it be like after all this has been built.
26.	I cannot understand in today's world why there will be no doctors’ surgeries in the hub with the other NHS services being there. We find the Market place is a non-event re parking to see a doctor. And sad to say we find as we live out of town and the only sensible way to visit Mildenhall is by car a visit to the doctors is only undertaken as a last resort. The Hub is I see to have good parking. If the doctors were there it would make it perfect answer to many who live out of town.
27.	Our concern is not with the hub, but with the potential housing plan to the west of the hub. We have 4 concerns: 1) The effect to the value of our house (currently surrounded by open fields). 2) The adverse effect on the historical site surrounding Wamil Hall, including our home and nearby farm buildings. 3) The lack of infrastructure to support such a development. 4) Why the current Mildenhall airbase brownfield site is not the only potential land earmarked, considering the fields planned are working greenfield farmland.
28.	Sounds like a positive step forward for young and old alike and a necessary expedient move for local humanity and technology.
29.	As local residents very close to proposed site we feel strongly that the highway especially Queensway will not cope with additional traffic, and noise this will make for residents. As parents we understand the need for MCA to expand especially the Bury road site but including local services which will situated out of the centre of town and being further away from the major links to the A11 and A14 is an unnecessary inclusion.
30.	My representation, as Hon Secretary, is on behalf of Mildenhall Cricket Club. Mildenhall Cricket Club is a thriving centre of amateur cricketing excellence within the Forest Heath catchment area. Our Saturday first team plays in the East Anglian Premier League (EAPL), which is the top level of competition for recreational club cricket in East Anglia (covering Cambridgeshire,

	<p>Huntingdonshire, Norfolk, Suffolk and North Essex) and is considered to be one of the UK's five 'Elite Premier Leagues' (out of over 20 premier leagues nationally). We also run three Saturday teams in the Two Counties Cricket Championship (covering Suffolk and North Essex, which feeds into the EAPL), two Sunday teams, a midweek team, a ladies and girls' team, and the full range of junior teams. Our ground is at Wamil Way, Mildenhall, IP28 7JU meaning that we are a close neighbour to the Sheldrick Way site. In principle we welcome proposals for new indoor sports facilities to replace the Dome leisure centre which is reaching the end of its lifespan. Also, the Dome leisure centre has two retractable indoor cricket nets in the main hall, which is used regularly by us (and others) for youth cricket coaching. Therefore, we ask for the new sports hall design to cater for indoor cricket training, including nets. Otherwise, we have no further comment on the proposals at this time.</p>
31.	<p>Should everything be under one roof? It's fantastic to have everything on one site but given the devastation and catastrophic scenario of fire - should consideration be given to putting space between the building and services? E.g. Centre Parcs fire at Elveden, clear path ways / fire breaks in forests.</p> <p>If consideration is being given to other facilities that could be incorporated within the design, perhaps a climbing / bouldering wall, squash courts, an outdoor park facility with swings, climbing frame, basketball posts, outdoor gym equipment and table tennis tables could be considered.</p>
32.	<p>In principle we feel that the hub is an excellent opportunity for Mildenhall to get some much needed modern public facilities. It makes sense for facilities to be shared making them more efficient to run in future. Living in Worlington our main concern is easy and sustainable transport to and from the hub which will be used by ourselves and our children.</p>
33.	<ul style="list-style-type: none"> <li>• Highways issues - the Hub in this location will create a traffic nightmare. Access onto Queensway from Wamil Way, Queen's Drive and West Drive can be bad enough now.</li> <li>• I am not convinced that housing all services on one site is advisable or necessary. It would be better to keep the emergency services near five ways.</li> <li>• I am unhappy about the use of good agricultural land for the project when the land on the other side of town is of no agricultural use.</li> </ul>

## 9. APPENDIX D: BUILDING DESIGN AND VISUAL APPEARANCE

	Comment
1.	Looks too much like something out of James Bond. It should be modern, but fit with the aesthetics of the town.
2.	Dislikes: Design of building – flat roof, bland American High School appearance.
3.	<ul style="list-style-type: none"> <li>• Do not like the appearance of the building at all, but architect assured me it will be improved. I hope so.</li> <li>• Will the materials for the flat roof, really stand the test of time?</li> </ul>
4.	I thought the design of the building quite impressive after a very productive talk with the architect.
5.	I am also concerned about putting all your eggs in one basket - regarding fire etc. We would lose all out amenities in one go.



6.	I think the design and concept looks great; landscaping and public areas look very appealing. As a member of staff of MCA I can honestly say we are in desperate need for a new school and this looks ideal.
7.	I like the design and visual appearance and think it will be a great benefit to have all of the facilities together.
8.	Fantastic, I'm very impressed with the design. I hope money is available to build it, as advertised today.
9.	<p><i>Email and paper submissions from the same respondent:</i></p> <ul style="list-style-type: none"> <li>• Having viewed the overall design, I am extremely disappointed that so much tax-payers money has produced a design more akin to a 1960s project which are now being replaced. Why on earth would we accept a design that is outdated, boring and totally lacking in local culture. Were we not expecting a 21st century building to see through to the next few generations I could not believe that paid experts would produce nothing more than a square box Where is the "design" Where is the initiative? Where is the sympathy with the old town of Mildenhall. This boring block of building material could contain any function within an urban environment. A-level students could have come up with something 100 percent more interesting and in keeping with the environment in which it will be placed. A golden opportunity totally wasted. Shame on you.</li> <li>• Having looked at the plans available, I am extremely disappointed that this flagship building is no more than a '60s carbuncle' before the foundations have been laid. It is uninspiring, a square box with no design whatsoever. Boring, uninspiring, a waste of tax-payers money. A public building based on a 1960s design. Why? This will be derived from all quarters. This is allegedly the result of many thousands of pounds worth of consultation. Unfortunately A-level students could have done better. A gross waste of opportunity for the future. Did no-one learn the lesson from the square box which is currently the home of FHDC?</li> </ul>
10.	<p><i>Other sections of this letter are provided under later categories</i></p> <p><b>3.0 Siting and traffic [part]</b></p> <p>3.5 The building is located on the Western approach to Mildenhall. Whilst West Row Road is not exceptionally busy this remains an important gateway to the town, and the only direct route entering the Conservation Area. Mildenhall's Conservation Area has been and continues to be subject to pressures for more housing and the quality of both new build and adaptations is generally adequate at best. Any major introduction into this context (accepting that the Hub site is outside the Conservation Area) must be of an appropriate quality and sensitivity. Section 4 details why I believe the proposals fall well short on this front but I would also flag up the fact that this massive, flat roofed and unrelenting building will have the same apparent bulk as some of the airbase structures but will instead form part of the townscape, currently rightly dominated by the spire of St Mary's Church. The development brief (section 3.3) claims that development here will not impede views of the tower but they will nevertheless introduce a huge and dominant object into the townscape. A more considered solution is needed in order to safeguard the local built environment, rather than a quite understandable collective enthusiasm causing the project team to rush into a poorly resolved design.</p> <p>3.6 To claim that the development will ultimately be consumed by the inevitable Western spread of Mildenhall and will not therefore define the town's edge condition is speculative, and refers to</p>

works which will take a number of years to come through. In any case were the Hub as drawn to be surrounded by residential development, it would be no less awkward in its relationship to its surroundings due to its basic and inconsiderate design.

3.7 The Development Brief goes on to classify the site as being 'of high visual quality' and a 'medium-high visual sensitivity'. It claims that development would 'not necessarily (have) a detrimental effect' on the area, assuming the scale and detailed design were appropriate. It is my view that the proposals as drawn completely disregard this criterion. Further detail is given in section 4.

3.8 The photographs in the Development Brief underline how central to the vista the Church spire is; not only from just outside the settlement but also from much further afield.

#### **4.0 Architectural Design**

4.1 I accept that this is currently a 'Pre App' design, but for a Pre App to be meaningful it must accurately represent the 'flavour' of the scheme. I take the drawings as they stand, therefore, to offer a fair representation of the eventual building's character. Indeed Charles Coulson of Concertus describes this process as offering an opportunity to comment on design and materials.

4.2 The building does not appear to have a unifying design concept, but instead appears to be the result of separate space planning exercises for each component part, these parts then being pushed together and an atrium or concourse added at the front. Whilst I accept that co-location of services can result in dynamic multi-functional buildings I would simply say that bringing all functions under one roof would ideally involve something more sophisticated than the pushing together of building blocks in an apparently arbitrary manner, resulting in an awkward plan form and poor ratio of perimeter to area.

4.3 If the 'one building' approach cannot result in anything more sophisticated and inspiring than the most basic of sheds, a dispersed arrangement is surely preferable as it would deliver a genuine 'campus' feel, and be far more in keeping with Mildenhall's scale, character and history. It would also be a more intimate and human development, critical in my view for key services. The ability to introduce a more varied roof form, including some pitched planes, would also make an enormous difference to the scheme's integration into its context. The sheer height and length of these very crude elevations is quite overwhelming. I quite understand the financial implications of more external wall and richness of detail, and if the business case demonstrates that the only way the building can be realised is by the 'lowest common denominator' then something has to be cut, or more money found, because it is simply not good enough to settle for a sub-standard building simply because 'it's all we can afford'.

4.4 The school is likely to house my three children for their entire secondary educations and I take issue with the sheer mediocrity of the college component. Much has been written on the benefits of good design in school buildings, and great leaps were made following the introduction of the 'Building Schools for the Future' initiative. Sadly the proposals here seem more aligned with the baseline provision made after the cessation of the BSF programme which are, to put it bluntly, depressingly basic, unimaginative and in no way stimulating for a young mind. In no way

do they suggest a 'world class facility' to match the world class curriculum, as described by Principal Susan Byles in the FHDC press release.

4.5 Concertus' own 'Architectural Precedents' document includes a section on 'Design', which reads as follows:

*'provide a building that sits comfortably within its environment whilst allowing the buildings presence and quality to be identified. Design in accordance with scale, mass, flow and architectural rhythm. To allow for a building and site that is creative and inspiring to its community.'*

Comment follows:

*'provide a building that sits comfortably within its environment'*

The scheme utterly fails to do this, by ignoring local forms, scale, layouts, materials, densities, heights and details. It could not be a more jarring addition to this sensitive edge of the town.

*'whilst allowing the buildings presence and quality to be identified'*

The building certainly has presence, but entirely the wrong kind. It is phenomenally large and repetitive, overly tall and resolved without finesse, imagination or subtlety.

There is no discernible quality to an awkward box, clad in proprietary panels, no matter how many bold splashes of colour are deployed to disguise its bulk, its inhumanity and its lack of respect for its neighbours.

*'Design in accordance with scale, mass, flow and architectural rhythm'*

The scale is alien, and the proposals heavy-handed. The mass is unbroken and as a result cannot be integrated into its surroundings. There is no discernible rhythm to the composition of the elevations, simply the location of standard window openings relating to a cellular internal layout, with some curtain walling to the concourse.

4.6 Most depressing is the South Elevation. This is an education facility, which instead resembles a large site office for a massive infrastructure project. There is no consideration of an interesting cross-section anywhere in the building, nor is there evidence of a good response to orientation in the design of the facades, other than curtain walling to the North, punched openings to the South.

4.7 The sheer depth of the plan is remarkable, given that there are no internal courtyards or lightwells. I acknowledge the double height spaces offering opportunities for roof lights but to have no direct external view is a disadvantage in any space other than 'black box' areas or 'back of house' zones such as school kitchens.

4.8 The document also calls for a 'landmark building'. For reasons already given above this will definitely be a landmark, but not the kind the town needs. I also struggle to describe it as 'contemporary' given the lack of interest, three dimensional thinking or elevational variation.

4.9 The document calls for a 'cohesive layout' within a single building. Given that the approach has been to push individual components together rather than to unify all within an elegant overarching concept the building fails to deliver on Concertus' own mandate.

## 5.0 Policy review

5.1 The Development Brief sets out a Planning Policy Framework and it is my view that the proposals fail to adhere either to national or local guidance, as follows.

5.2 Local Plan Core Strategy – Vision 3 – Mildenhall: New development will have enhanced the appearance, character and function of the town and aided regeneration.

It is agreed that town function and regeneration will inevitably benefit from the proposals but for the reasons already given the development as drawn most definitely will not in my view enhance the appearance or character of Mildenhall, primarily because it completely ignores the history, context, character, scale, form, material, detail and language of its surroundings.

5.3 Local Plan Core Strategy – Spatial Objective ENV 4 – To ensure that all new development exhibits a high standard of design and architectural quality that respects and enhances the distinctive landscapes of Forest Heath’s towns and villages.

Again, the scheme fails to respect or enhance its context, primarily by ignoring it. To claim that the scheme as drawn displays any real architectural quality, or high standards of design is inaccurate. There is no concept, no elegance, no interest and whilst the contribution to the public realm is critical I would add that the quality of the teaching and learning environment is no less important. The building should be as inspiring as the teaching; much more than a basic shed with central, straight corridors.

5.4 Core Strategy CS5 – High quality design & reflecting local distinctiveness

For the reasons outlined above the building fails to achieve either. The scheme could not be less distinctive or site specific, or more generic.

5.5 Pol DM17 – Conservation Areas – that views into, through, across and out of a Conservation Area are preserved or enhanced

A building of this scale cannot preserve a view into, out of or across the adjoining Conservation Area and due to the jarring nature of its scale, form, mass, design and roof profile it cannot be judged to enhance any of the aforementioned views. Its impact will be negative upon every view into which it intrudes.

5.6 Mildenhall Hub Vision Statement:

*‘The design of the buildings will be to a high standard’*

There is little design evident in the drawings as presented. They lack imagination, flair, sensitivity and any consideration of context. The plan is very deep, with land-locked circulation and cellular accommodation.

*‘The new development will sit comfortably in its landscape setting by virtue of scale, massing, composition and detailed design, including materials...views to St Mary’s will be retained and exploited. Taller elements will seek to enhance the skyline by providing additional punctuation or interest but should not diminish the impact of the church spire in important views’*

The scheme disregards this aspiration entirely. A massive, flat roofed panel-clad shed cannot possibly sit comfortably next to an historic Conservation Area, or, in fact, any low rise residential zone. Simply put it is completely out of scale.

	<p>Massing is crude, and there is no apparent consideration of composition, rather the vertical extrusion of a basic plan, with regular rectangular windows applied to it and a featureless flat roof on top.</p> <p>Tall elements do NOT therefore add punctuation or interest. The three storey element is incredibly simple and plain looking. This, combined with its inhuman scale, make it wholly inappropriate here. The existing buildings on site offer a far better inspiration, as the two storey elements have a pitched, tiled roof. Again, the financial implications of dispersion and more complex forms are obvious, but all richness, quality, detail and architectural consideration cannot be overlooked in the interests of delivering a useful but jaw-droppingly ugly building which, due to its panellised lightweight construction, will begin to look its age rather more quickly than something of a higher quality and robustness.</p> <p><b>6.0 Conclusion</b></p> <p>I would like to conclude by reiterating my belief that this can be a high quality, visionary and successful project, with multiple benefits to the town and to the region, but design quality cannot be sacrificed for a project of such importance.</p> <p>It seems that the appointed design team believes that to deliver the spatial requirements of the brief to an appropriate budget means a featureless and gargantuan shed with no interest or imagination in its design or composition; an approach which completely ignores Suffolk CC and FHDC’s own planning guidance.</p> <p>To claim that the scheme as drawn will accord with the Vision Statement in that it will be ‘a major enhancement (to the) appearance of Mildenhall’ is completely inaccurate. It seems clear then that the proposals ignore almost all of the design related criteria in relevant policy, in the development brief and in Concertus’ own aspirational documents and precedent studies.</p> <p>Functional need cannot be allowed to ride roughshod over planning policy and a great deal of design development work is required. These proposals should not be taken forward to a full submission. I would urge the design team to reconsider their approach, find a concept, find an architectural language and create something which will make a genuinely positive contribution not just to the local economy and residents’ amenity but to the street and townscape of Mildenhall.</p>
11.	Building design and visual appearance - v.good.
12.	The proposed areas for expansion are inaccessible by heavy plant/building materials once the building is completed. The overall appearance lacks any elegance or architectural merit, it's just a big block. Flat roofs leak, it is a given law, so high maintenance in the future.
13.	<ul style="list-style-type: none"> <li>• The Main School Entrance is lacking the visual aesthetic properties / wow factor that is illustrated on the main entrances for the shared public areas. Perhaps consideration should be given to swapping the design features / appearance of the second public entrance with the school entrance. As the plan gives the impression of the school entrance to being an afterthought or tradesmen's entrance / back door!</li> <li>• Should everything be under one roof? It’s fantastic to have everything on one site but given the devastation and catastrophic scenario of fire - should consideration be given to putting</li> </ul>

	space between the building and services? E.g. Centre Parcs fire at Elveden, clear path ways / fire breaks in forests.
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## 10.APPENDIX E: LANDSCAPE DESIGN AND SITE LAYOUT

	Comment
1.	We think lighting to West Row should be considered because it's not safe or adequate yet.
2.	<ul style="list-style-type: none"> <li>• Have you thought about transport in and out? Not just roads, but walkways with proper lighting to secure people fee safe?</li> <li>• Whilst safety is important, there is a line between helping children safe and putting them in a cage</li> </ul>
3.	How will the Firemen get into the site to get on the Fire Engine??
4.	Likes: Connectivity with centre of town (5mins walk)
5.	<ul style="list-style-type: none"> <li>• Always concern about...lack of car parking spaces.</li> <li>• Like the layout and quick access from centre of the town.</li> </ul>
6.	Security – concerns for the safety of the children.
7.	Are there really enough parking spaces???
8.	<ul style="list-style-type: none"> <li>• I was pleased to see that site access from Mildenhall village is being addressed. Public Access is a major concern.</li> <li>• The placement of the Health Centre and distance from public parking, could be an issue as well as local bus drop-off points. Emergency vehicles access will be a concern for elderly people with health issues, wheelchair access.</li> <li>• As there is an ongoing archaeological dig going on, it would be a good idea to mark it or put up a notice of any discoveries.</li> <li>• Overall design of the outside and conceptual ideas of the inside are impressive.</li> </ul>
9.	<ul style="list-style-type: none"> <li>• Shading from trees of solar panels: We have a 3.76 to Wh(P) installation of 16 solar panels covering the entire roof area facing the school field. Any planting of trees would have the potential to shade our solar panels and reduce the level of electricity generated, which has averaged 3,000kwh per year over the past six years. As our roof faces SW, the late afternoon sun makes a significant contribution to total production. We would request that no more trees be planted near the hedge that runs along the back gardens of houses near us.</li> <li>• Visual amenity impact: The view across the field from our garden is an important asset to us, and again we would not want any trees or additional vegetation which would impact on that view, if possible.</li> </ul>
10.	<ul style="list-style-type: none"> <li>• I think the design and concept looks great; landscaping and public areas look very appealing. As a member of staff of MCA I can honestly say we are in desperate need for a new school and this looks ideal.</li> <li>• My only concerns relate to the road infrastructure and the conflict between having school buses and children as well as emergency vehicles using the same driveway.</li> <li>• On the whole, looks good!</li> </ul>
11.	Needs to be a better/wider 2 way access to the Hub
12.	This area I am very familiar with, as over ten years my friend and I campaigned and stopped a USAF build in this area and when our local MP came out, Richard Hancock, he declared this very location as the lung of Mildenhall and for a very good reason.



	<p>This area is a wonderful location for wildlife and residents - where we can walk our dogs and children can play, enhanced a few years ago by the bridleway between Mildenhall and West Row being made good.</p> <p>When we campaigned one issue was sewage as the works in place were already over loaded.</p>
13.	<p><b>3.0 Siting and traffic [part]</b></p> <p>3.9 I welcome the retention of the River Lark 'green corridor' which has enormous public benefit, and is regularly and extensively used.</p>
14.	Landscape design - good.
15.	Responding to emergency calls amongst approximately 1500 students, plus staff and visitors from the other organisations is a recipe for disaster. Having spoken to representatives from different organisations, I understand that there will be a designated route for emergency vehicles to follow. That said, will this route be segregated from Sheldrick Way? Will parking restrictions be applied in Sheldrick Way? How will the parking restrictions be enforced?
16.	<ul style="list-style-type: none"> <li>• The proposed areas for expansion are inaccessible by heavy plant/building materials once the building is completed.</li> <li>• Car par spaces need to be larger and more of them as current car park space guidance is completely out of date for modern wide vehicles.</li> </ul>
17.	I am concerned by the amount of building work and am worried that the lovely fields that are used by some many people will disappear and be replaced by building upon building. I am not opposed to future building but do not want to be surrounded by concrete and built up areas, hence living here and not in London or a large town.
18.	Furthermore the creation of a densely configured area of facilities that will cater for the elderly, young family's, adolescents and any other combination of the population you can think of with just one access and exit road, that will at times be handling buses, police cars, fire engines, cyclists and various commercial vehicles is of great concern.
19.	Comment submitted online was "none", and respondent highlighted "landscape design" and "highways and footpaths" as the issues this comment applies to.
20.	As the local Ramblers Association Group Footpaths Secretary, Mildenhall comes within the area of my responsibility. We are concerned that the footpaths in the Mildenhall area and surrounding villages are connected so that there is easy access to the proposed Hub and to the town centre. I attended the presentation on the 24th and was pleased to see that footpaths and cycleways have been incorporated into the design of the site itself, but it is the co-ordination of the surrounding areas which need to be taken into account.
21.	Sounds like a positive step forward for young and old alike and a necessary expedient move for local humanity and technology. Please-Please-Please make in green, leafy and nature friendly as nothing is worse than a steel and concrete chunk cut out of Nature's beautiful and natural Suffolk spread. Not too long ago I lived in Waltham Forest bordering Essex and the London capital suburban sprawl and so appreciate natural beauty advice well as many made shapes completed tastefully. Hope my opinion counts for something. All the best for 2017 to all.
22.	<ul style="list-style-type: none"> <li>• Congestion on Sheldrick Way? Given the current congestion on Lark Road near to the current main school site, perhaps consideration should be given to widening Sheldrick way to provide additional parking to cater for the school drop off and pick up especially since these key times will coincide with others needing to attending appointments in the health centre, council offices and after school swimming lessons etc. etc.</li> </ul>

	<ul style="list-style-type: none"> <li>If consideration is being given to other facilities that could be incorporated within the design, perhaps a climbing / bouldering wall, squash courts, an outdoor park facility with swings, climbing frame, basketball posts, outdoor gym equipment and table tennis tables could be considered.</li> </ul>
23.	<p>DESIGN &amp; LAYOUT We are concerned that the 3 storey section of the building is located very near to the public right of way to West Row and think it will have an over-bearing appearance when viewed from this rural path and detract from the current open character. We would prefer to see the building located nearer to Queensway and with more open space between it and the PRow, with the section of building nearest the PRow limited to 2 storeys in height.</p>

## 11.APPENDIX F: HIGHWAYS AND FOOTPATHS

	Comment
1.	<p><b>Mildenhall Action Group</b></p> <p><i>Before the close of the consultation period on 10 February, a delivery of objections was received from the “Mildenhall Action Group” (MAG). Two covering letters signed MAG were provided (one to County Highways, copied to Concertus), dated 8 February:</i></p> <p><b>Re: Proposed Public Services Hub, Mildenhall, Policy SA4 Focus of Growth, Land at West of Mildenhall</b></p> <p>Please find enclosed a total, so far at time of posting, 86 objections to the above development on the grounds that transport infrastructure is inadequate and that no plan or proposal currently existing for the necessary improvements to the local roads.</p> <p>We are aware that planning permission will be sought shortly and would request that these objections are logged as received at this time. The originals have been sent to Concertus Design and Property Consultants who work out of your building at Endeavour House. More objections are being collected and various other points of concern will be raised in the near future regarding issues to the Hub and Concertus ideas and proposals that have been put forward in their designs and seem ill thought of by the general public.</p> <p><b>Re: Proposed Public Services Hub, Mildenhall, Policy SA4 Focus of Growth, Land at West of Mildenhall</b></p> <p>Please find enclosed a total, so far at time of posting, 86 objections to the above development on the grounds that transport infrastructure is inadequate and that no plan or proposal currently existing for the necessary improvements to the local roads.</p> <p>We respectfully request that this proposed development is put on hold until mutually acceptable road infrastructure programme is announced and approved.</p> <p>As you will see this letter has been copied, together with copies of objections received so far and will continue to be collected and public made fully aware, to the Planning and Development Control at Suffolk County Highways Office at Endeavour House today.</p>



The submitted objections were in one or both of the following forms:

1. A pre-completed letter for people to sign, addressed to Concertus and SCC Highways and dated 31 January 2017:

**Proposed Public Services Hub, Mildenhall, Policy SA4 Focus of Growth, Land at West of Mildenhall**

I write in connection with the above planning proposal. I wish to make it known that I object in the strongest terms to this development, on the grounds that the transport infrastructure is inadequate, and that no plan or proposal currently exists for the necessary improvement to the local roads.

I respectfully request that the Hub development is put on hold until a mutually acceptable road improvement programme is announced and approved.

2. A leaflet/survey form as follows:

**“DID YOU KNOW?**

**MILDENHALL TO TRIPLE IN SIZE BY 2030  
9400 houses will be built**

The construction of a £50 million ‘Hub’ project to the west of the town on existing farmland.

The Mildenhall Hub brings ALL services in Mildenhall into a single location down Sheldrick Way on the West Row Road opposite the Comet Way Estate.

- Mildenhall College Academy
- Pre-school
- Council offices (including Forest Heath District Council (FHDC), Suffolk County Council (SCC), the Department for Work and Pensions (DWP), Health and the Citizens’ Advice Bureau (CAB).
- Improved leisure facilities (pool, sports hall, fitness suite and outdoor pitches)
- Health centre
- Library
- Police station
- Fire station
- Primary school (later phases)

FHDC, Suffolk County Council and Highways England, the authorities in charge of this development, have offered no plan for the necessary improvement to roads, and have said they will only assess the impact once it is completed.”

On the rear of the leaflet was the following questionnaire, with “Yes/No” responses invited to the following questions, and a name/address box:

- Do you feel traffic congestion in the town is currently a problem?
- Will moving all the services to the Hub location add to the congestion problem?

- Do you foresee a problem when school starts and finishes with pupils and 20 coaches at the Hub location delaying any emergency services located there?
- Do you agree the future planned 1400 houses located beside the Hub will add further congestion and safety risk?
- Do you feel if all services are located to this site there would be an increased risk of a fatal accident?
- Could the facilities be upgraded at there current location and spread the traffic flow around the town rather than condense it all on small road Queensway?

Excluding the covering letter, the objections were from 86 separate named individuals or businesses. Some respondents shared an address with another respondent (either sharing a response form or completing a separate one). Some respondents also responded separately to the consultation via other means, and their verbatim comments are recorded elsewhere in this summary.

All responses involved a return of the standard letter set out above (hence “86 objections”). There were also 28 completed questionnaires (from 32 of the 86 respondents), completed as follows

	Yes	No
Do you feel traffic congestion in the town is currently a problem?	29	3
Will moving all the services to the Hub location add to the congestion problem?	31	1
Do you foresee a problem when school starts and finishes with pupils and 20 coaches at the Hub location delaying any emergency services located there?	31	1
Do you agree the future planned 1400 houses located beside the Hub will add further congestion and safety risk?	31	1
Do you feel if all services are located to this site there would be an increased risk of a fatal accident?	31	1
Could the facilities be upgraded at there current location and spread the traffic flow around the town rather than condense it all on small road Queensway?	31	1

2. As the local Ramblers Association Group Footpaths Secretary, Mildenhall comes within the area of my responsibility. We are concerned that the footpaths in the Mildenhall area and surrounding villages are connected so that there is easy access to the proposed Hub and to the town centre. I attended the presentation on the 24th and was pleased to see that footpaths and cycleways have been incorporated into the design of the site itself, but it is the co-ordination of the surrounding areas which need to be taken into account.

3. **Feedback from House Council Minutes, Spring Term 2017**

**Students and staff were asked if there were any issues around travel to school?**

1. How do people get there? Bike down a dangerous road from West Row? Can there be lights built on the path – it’s really dark. Can cycle path be lit? Could we have a path in.
2. Car park / traffic for local housing.
3. Emergency services clash with traffic from students.

	<ol style="list-style-type: none"> <li>4. Need to think about space.</li> <li>5. Clashes with students and community for facilities.</li> <li>6. Even if Sheldrick Way works, will the road outside the Hub get too busy?</li> <li>7. Concerns re Police/Fire being on same site – will the ‘emergency services only’ road work? Could we put in for a separate road for them? Concerned parents will pick up and park over it – especially if they are only going to the Academy / Hub for a couple of minutes. And would people using it be fined? Must make sure it’s clear all the time – especially at busy times (start/end of school). To stop this from happening we need to make sure there are lots of parking spaces.</li> <li>8. How are they going to improve traffic down Queensway?</li> <li>9. Parking around housing estate.</li> <li>10. Busy road</li> <li>11. Zebra crossing.</li> <li>12. Speed limits (police on patrol). Will we need to move the 30 mile an hour limit further towards West Row to slow cars down earlier</li> <li>13. Changes to bus timings.</li> <li>14. Bigger paths needed to cope with number of people.</li> </ol>
4.	We think lighting to West Row should be considered because it's not safe or adequate yet.
5.	Have you thought about transport in and out? Not just roads, but walkways with proper lighting to secure people feel safe?
6.	<ul style="list-style-type: none"> <li>• Whilst in principle I think that the idea of a community hub would be beneficial to Mildenhall, I have huge concerns about the impact this hub will have on the volume of traffic passing my house on Queensway.</li> <li>• Over the last 10 years or so I have already seen the traffic increase since the opening of Gate 6 to the base; the new build housing at West Row and the number of events held at the West Row Stadium. This increase in traffic obviously brings with it an increase in air pollution and noise pollution, which some days is really unpleasant meaning that the window to the front of the house cannot be open for more than one hour at a time. There is also a concern about safety on Queensway due not only to the increased traffic, but also to the way cars are parked alongside the road. Currently it is often difficult to pull out of my driveway due to lack of visibility and the speed of the traffic (20mph speed limit outside my house is rarely adhered to).</li> <li>• There are places along Queensway where one is forced off the pavement onto the road due to the manner in which some vehicles are parked.</li> <li>• In summary – a good idea if there was an alternative access road – or additional access road.</li> </ul>
7.	The roads need to be made to take the amount of traffic we will have with all these extra houses and this hub. You cannot move in Mildenhall - Stop keep wasting our money - the tax payers!!
8.	<ul style="list-style-type: none"> <li>• Please get the roads sorted out before you start building this Hub. It is in the wrong place. There is far too much traffic on the roads in Mildenhall.</li> <li>• The traffic is at a standstill all the time.</li> <li>• Police and Fire Engines will not get to accidents.</li> <li>• How will the Firemen get into the site to get on the Fire Engine??</li> <li>• Bottle Neck!!</li> </ul>
9.	Concerned about the management of increased traffic through the town.
10.	Always concern about traffic and possible congestion or lack of car parking spaces.
11.	<ul style="list-style-type: none"> <li>• School and library plans look good, but very concerned with the fire station being moved to the site, as the road system is no up to the amount of traffic this will cause.</li> <li>• As at the moment, the road is always parked with cars on both sides of the road, with extra</li> </ul>

	<p>traffic, i.e. buses with school children at peak times for the fire engines to get through the melee.</p> <ul style="list-style-type: none"> <li>• The site would need to have a shuttle bus to run at regular intervals because older people or people with young children not driving will be hard for them to get there when currently a lot of people are able to walk to the clinic and library now.</li> <li>• The road is a definite upgrade and by pass to the area to stop a 'rat run' going through the houses across the road on the housing estate.</li> </ul>
12.	<ul style="list-style-type: none"> <li>• Plans look good for the community, but concerns re access roads:</li> <li>• Queensway already small / narrow with houses already build close to footpaths and having to park cars along road. – No options to WIDEN this road, presumably?</li> <li>• West Row Road – narrow village road. Already over used with base access. Numerous fatal accidents already occurred along this road.</li> <li>• Fire Engine call out at peak times, i.e. 9.00am, 4.00pm, school times – can this be safely managed?</li> <li>• Are there plans for local shuttlebus to collect local residents to use facilities, i.e. clinic, library etc.?</li> <li>• Are there really enough parking spaces???</li> </ul>
13.	<ul style="list-style-type: none"> <li>• The traffic required to build this Hub will Grid Lock Police Station Square.</li> <li>• Then when operational coaches public services all through town, surely a link road to Worlington Road is essential before any work commences.</li> <li>• This could even link to the Industrial Estate.</li> </ul>
14.	Public Access is a major concern.
15.	<ul style="list-style-type: none"> <li>• Hope there is a bus service to and from town, otherwise it is quite a walk from the bus station. I know this is a concern for many of the ladies that go to the 'water work out' and come by bus, but would be too elderly infirm to walk right out here to Sheldrick Way.</li> <li>• Concern about the extra traffic on Queensway and bottleneck by Police Station Square.</li> </ul>
16.	<p>General Comments: This is a good idea, but more attention needs to be paid to</p> <ol style="list-style-type: none"> <li>a. Impact on other parts of the town which will be forced to travel further for services.</li> <li>b. The overall development scene, instead of piecemeal approach.</li> <li>c. Transport and access – the routing of traffic through the town is problematic, and a new access road a must.</li> </ol>
17.	<ul style="list-style-type: none"> <li>• Queensway is not wide enough to take the volume of traffic. Traffic lights would NOT be the solution.</li> </ul>
18.	<ul style="list-style-type: none"> <li>• My only concerns relate to the road infrastructure and the conflict between having school buses and children as well as emergency vehicles using the same driveway.</li> <li>• Obviously this will free up traffic within the town, but I think the mini roundabout near the Jet Garage and the road leading from there to Sheldrick Way would need some re-engineering.</li> </ul>
19.	I am concerned about highway network, the volume of traffic on the existing road system, especially around the mini roundabout. I hope to see more clarity here in order for the movement of traffic to work properly without congestion and safely.
20.	Will this cause traffic issues?
21.	<ul style="list-style-type: none"> <li>• Major problems in Police Station Square, e.g. parking in bay by Chinese Restaurant, needs redesign!!</li> <li>• When middle school was on site – Wamil, Bridewell Close was used to drop off and pick up young children – can this be made a no access area and only use Sheldrake Way for drop off etc., e.g. no access to Hub or school allowed by vehicles.</li> <li>• Could part of Queensway have double yellow lines, close to Sheldrake Way?</li> </ul>

	<ul style="list-style-type: none"> <li>• Will fire engine have easy access on to the Queensway, or are lights required?</li> <li>• In Wamil Way, a school sign is on the road, if no vehicle access, it needs removing.</li> </ul>
22.	<p>The current road is not able to carry the traffic now without a bottle neck at the mini roundabout on a daily basis.</p> <p>Why on earth would someone think it is a good idea to move the current "very accessible" fire station to a small back road on the outskirts of town?</p> <p>In the case of a fire, a fireman living in Heathlands, Mildenhall would get to the engine as fast as one living in Miles Hawk Way or Mulberry Close! Why change that to the West Row Road?</p>
23.	<p>Highways issues:-</p> <ul style="list-style-type: none"> <li>• Needs to be a better/wider 2 way access to the Hub</li> <li>• With increased traffic flow onto/along Queensway and in/out of Comet Way, why not take the opportunity to link the access to the Hub to a mini-roundabout serving all aspects?</li> </ul>
24.	<p>I recognise that the concept of a shared service hub could be beneficial for the town but in this location I consider that the potential impact to the local highway would cause considerable harm to all users of the town, including residents and businesses. It is disappointing that this does not appear to have been given due consideration during this pre-consultation exercise and that it is the council's intention to wait until the planning application stage to assess this matter thoroughly.</p> <p>The majority of traffic that would be associated with all the different services, currently spread across a number of sites within Mildenhall, would be directed along one route to the hub, which is Queensway. This road is already very busy and is heavily used by residents living to the west of Mildenhall and within West Row and surrounding villages as well as the base entrance along the West Row road. The existing traffic is not limited to cars and there are frequently HGVs and farm machinery using this road at all times during the day and night. Congestion along Queensway is common and is most evident during peak times in the morning and evening when people are going to and from work, school pick up and drop off times and when events at the Speedway in West Row are taking place. I envisage the proposed hub in this location would result in significant congestion to the detriment of local residents living along this road with particular regard to noise and disruption, as well as other users of the road.</p> <p>Whilst it is appreciated that bus routes would be required to serve the proposed new hub development this would add pressure to the road network and increase congestion along Queensway and the mini-roundabout junction.</p> <p>The mini-roundabout in front of Eastgate Veterinary Surgery (the former Magistrates Court) currently struggles to accommodate the volume of traffic that passes through and there is often congestion. This roundabout forms the junction of Queensway/High Street/North Terrace and Kingsway and is therefore used by a number of different vehicle types and by a range of users. This includes people seeking to access St Mary's Primary School along North Terrace, the industrial estate further to the north, surrounding villages such as Beck Row, Eriswell and Lakenheath to the north and Barton Mills and Worlington to the east. Given the built up area around this junction it is difficult to imagine how this could be improved satisfactorily to reduce the potential congestion and harm that would be caused. I understand this will be looked at in detail as part of the Transport Assessment that is being undertaken but it is important that this matter is given due consideration otherwise it could result in the demise of the town.</p> <p>The proposal for the hub puts an emphasis on a pedestrian and cyclist route to the town centre that would cross Wamil Way and continue along Church Walk. These roads are used by a number</p>

	<p>of residents as well as community groups such as Mildenhall Cricket Club, Mildenhall Cycling Club, KATs Dance and Theatre School, the Bunbury Rooms and the Church. The relationship between vehicles, pedestrians and cyclists should be considered in detail and measures put in place to ensure the safety of all. However, due to the built up and historic nature of this area it is difficult to appreciate how this could be achieved in a satisfactory way.</p> <p>The decision to put emergency vehicles in this location with access along Queensway and via the mini-roundabout junction is difficult to comprehend. The increased congestion and traffic flow along this route, as a result of the proposed hub, would hinder the route for emergency vehicles and therefore affect the efficiency of these services. Similarly, having this built up area and congested route as the main route for emergency vehicles to access the surrounding area would present conflicts and safety issues with the already high number of users of Queensway. I suggest that a more practical solution would be to locate these services at the Dome Leisure Centre site which would allow much better access to the A11 and surrounding areas.</p>
25.	<p>I write to express my concerns regarding the Mildenhall Hub.</p> <p>In principle, I'm in favour of the new project, but do we need to have the emergency services there, namely the police and fire service?</p> <p>The Fire Station in its present position has a perfect infrastructure to negotiate when responding to emergency calls. Surely modernising the present Fire Station, and bolting on a police area would be more cost effective?</p> <p>Responding to emergency calls amongst approximately 1500 students, plus staff and visitors from the other organisations is a recipe for disaster. Having spoken to representatives from different organisations, I understand that there will be a designated route for emergency vehicles to follow. That said, will this route be segregated from Sheldrick Way? Will parking restrictions be applied in Sheldrick Way? How will the parking restrictions be enforced? How are you going to improve Queensway to accommodate the increased volume of traffic?</p> <p>Already, there are issues with Queensway. There is a dangerous pedestrian area marked between 55 Queensway and 73 Queensway. This area is marked the road side of parked vehicles which means that pedestrians are walking within 1 metre of passing traffic. To improve this area, may I respectfully suggest that all the vehicles that are parked opposite, outside numbers 58 a,b,c &amp; d are parked in their designated parking spaces behind their respective properties, and continue the double yellow lines from the junction of Threshers Yard to the junction of Comet Way.</p> <p>Queensway could also be widened from the junction of Wamil Way towards the town by removing the trees and concrete area where trees once stood, which terminates outside number 21 Queensway. All the parking bays could remain the same.</p> <p>Double yellow lines should be applied outside Mildenhall Lodge at the junction with New Street and Queensway as this is potentially, a bottle neck area.</p> <p>I hope that my comments will be taken seriously, and that they will assist you in making any decisions regarding Queensway.</p> <p>I look forward to this new project with interest.</p>



26.	<p>Living directly on the Queensway as I do, this road is already far too busy and as a route to the A11 for emergency vehicles makes no sense.</p> <p>It is too far out of town for those who do not have a car, are elderly or disabled, where all the resources they are likely to need are to be situated.</p>
27.	<p><b>3.0 Siting and traffic [part]</b></p> <p>3.1 The Sheldrick Way site, incorporating the existing school buildings, seems in many respects to be a logical choice. It is close to the town centre and offers potential for good pedestrian links.</p> <p>3.2 Whilst I note that the proposals include £0.5m for highways improvements the inevitable increase in traffic on Queensway will inundate the awkward and unsighted junction to the B1102 and the North Terrace Roundabout. For multiple emergency vehicles to also use this constricted and awkward junction seems somewhat ill judged.</p> <p>3.3 It seems that Sheldrick Way is the sole access and egress to the site. Is it safe to assume therefore that police and fire vehicles will be exiting along Sheldrick Way on emergency calls at the same time, potentially, as parents are driving and walking to and from the College, leisure centre and library? This would appear at face value to be a surprising and potentially dangerous decision.</p> <p>3.4 In my view now is the time for more detailed and robust explorations of highways matters as they are so fundamental both to the success of the Hub, and the ongoing amenity and safety of local residents.</p>
28.	<p>Highways issues - the Hub in this location will create a traffic nightmare. Access onto Queensway from Wamil Way, Queen's Drive and West Drive can be bad enough now.</p>
29.	<p>I think the idea of then hub is great but the location is madness. This road and access is already very busy with ongoing traffic issues and restrictions due to parking along the road towards the roundabout. There is also the added traffic which will pass the entrance coming from the large number of 139 houses intended for build in West Row own which we expect a further 250-500 cars using the road from West Row to Mildenhall. The Hub needs to be in a place with good access. This is simply not sustainable in its current location.</p>
30.	<p>As a resident on the Comet Way Estate, I am very concerned about what measures are being considered to deal with the inevitable traffic flow increase that will arise because of the hub. People from Eriswell, Lakenheath, Beck &amp; Holywell Row and that side of Mildenhall are likely to cut through the Comet Way Estate to access the hub. They will not journey along North Terrace and into Queensway. The Comet Way estate is already a cut through for those accessing / coming from MCA6, the base and West Row. Please can you inform me of what measures are in place to protect the Comet Way Estate? Also what will happen to Queensway as it already would appear to be at maximum capacity at peak times? Thank you</p>
31.	<p>While I am in favour of the proposed Hub. I have serious concerns regarding the access via Queensway. Currently the number of parked cars causes congestion and is a major safety concern. In my opinion all parking must be stopped and double yellow lined from police station square to Comet way. This would give safe access to the increased traffic to the Hub.</p>
32.	<p>There is a prevailing sense that the inevitable and significant impact of vehicular traffic funnelled via the entire length of Queensway, is inconvenient but not insurmountable. For me and many residents this is a major concern in regards to air quality, noise, congestion on what is already a</p>

	<p>busy road, plagued by heavy vehicles and speeding traffic. I appreciate these potentials are recognised by all who have a vested interest in progressing this plan but myself and others remain unconvinced the issue of traffic management and the impact on local residents and indeed businesses is being taken seriously.</p>
33.	<p>Car par spaces need to be larger and more of them as current car park space guidance is completely out of date for modern wide vehicles.</p>
34.	<p>Also Queensway is a nightmare with traffic now so what will it be like after all this has been built. We need another way out of Mildenhall/West row otherwise we will spend so much time gridlocked in our cars trying to access the A11.</p>
35.	<p>I think the road structure as it is totally inadequate and unsuitable to support a project of this size, it will be like blocking a major artery and then expecting Mildenhall not to have a heart attack!!! Ridiculous, it's hard enough to cross the road now. What if there is a major incident that require the emergency services at school knocking off time? Can you imagine the mayhem off police, fire engines and school busses trying to manoeuvre between the parked cars on Queensway, madness! Even if double yellows were introduced there are no police to enforce the restrictions also it would be taking more all day parking away from Mildenhall. If this project is to go ahead another road is required with direct links to the A11, from this side of Mildenhall.</p>
36.	<p>The traffic situation now is not very good. At certain times of day the weight of traffic including school buses bringing the traffic in Queensway to a standstill. So adding traffic to this mix can only exacerbate the effects. A large percentage of any traffic using the proposed Hub would be exiting the area by travelling through Mildenhall Town where one truck making delivery's to local businesses can stop all traffic. To add more traffic to this scenario will only overload the roads and the more traffic jams that are created the more pollution added to what is already what can only be described as unsustainable levels. Furthermore the creation of a densely configured area of facilities that will cater for the elderly, young families, adolescents and any other combination of the population you can think of with just one access and exit road, that will at times be handling buses, police cars, fire engines, cyclists and various commercial vehicles is of great concern. In addition to the previously mentioned concerns there will be a very great temptation for people leaving Sheldrick Way to enter the Comet way estate in an attempt to avoid traffic build up in Mildenhall Town. This would have an adverse effect on the lives of the people on the estate from the road safety point and also the added pollution consideration. In the event of an emergency on the A11 the Fire Brigade and the Police may be faced with difficulties.</p>
37.	<p><i>Comment submitted online was "none", and respondent highlighted "landscape design" and "highways and footpaths" as the issues this comment applies to.</i></p>
38.	<p>As local residents very close to proposed site we feel strongly that the highway especially Queensway we not cope with additional traffic and noise this will make for residents. As parents we understand the need for MCA to expand especially the Bury road site but including local services which will situated out of the centre of town and being further away from the major links to the A11 and A14 an unnecessary inclusion.</p>
39.	<p>Congestion on Sheldrick Way? Given the current congestion on Lark Road near to the current main school site, perhaps consideration should be given to widening Sheldrick way to provide additional parking to cater for the school drop off and pick up especially since these key times will coincide with others needing to attending appointments in the health centre, council offices and after school swimming lessons etc., etc.</p>
40.	<p>In principle we feel that the hub is an excellent opportunity for Mildenhall to get some much needed modern public facilities. It makes sense for facilities to be shared making them more efficient to run in future. Living in Worlington our main concern is easy and sustainable transport</p>



	<p>to and from the hub which will be used by ourselves and our children. Please see our following suggestions for how this might be achieved in our area and the surrounding town and villages:</p> <ol style="list-style-type: none"> <li>1. Worlington to hub cycle link – There is an excellent cycle link from West Row to the new hub site. An existing public footpath from the end of church lane in Worlington crosses a farmer’s field and footbridge to join the cycle track. If this short stretch of footpath could be upgraded or improved in any way this would make cycling to and from the hub site much easier.</li> <li>2. Worlington to Mildenhall cycle link – The main road between Mildenhall and Worlington has a very narrow footpath and a 60 mile an hour stretch of road. If this footpath could be widened, a cycle path created and the speed limit reduced this would encourage sustainable travel in and out of Mildenhall, particularly with the new housing developments along this road.</li> <li>3. Hub shuttle bus – An hourly hub shuttle bus could be introduced, serving the eastern side of Mildenhall and the surrounding villages. This would reduce the requirement for the use of cars and also serve those who are unable to drive.</li> <li>4. Better cycle network in Mildenhall and surrounding villages – a number of cycle paths already exist e.g. Beck row to Mildenhall and West Row to Mildenhall. Would it be possible to create a cycle map of the area to promote ways of travelling sustainably to and from the hub site. This would include cycle routes from the East of Mildenhall to the West. This may include some investment in cycling signage and the local cycling network similar to that suggested in points 1 and 2. Norwich and Cambridge are examples of cities that have excellent cycle networks, signage and publicity. I appreciate Mildenhall is a small Market Town in comparison, but it is growing and investing in sustainable transport solutions to and from the hub must be a key priority?</li> </ol> <p>Thank you for taking the time to read our comments.</p>
41.	<p><b>HIGHWAY ISSUES</b> In the earlier consultation we, and many other local residents, expressed concern about the effect of the increased traffic the hub will cause in Queensway at peak times. Several residential roads have their only access via Queensway and the majority of West Row traffic and a significant volume of base traffic uses Queensway. Most of this traffic uses the junction with the High Street and the mini roundabout at Police Station Square, both close to the busy War Memorial junction. We cannot see any way to improve traffic flows at these junctions. We have heard a suggestion of traffic lights, but this would be more likely to exacerbate the problem. We consider that a new road is required and, importantly, that the proposals to deal with traffic issues should be made known to residents and open to consultation before the scheme progresses any further.</p> <p><b>PEDESTRIAN AND CYCLIST ISSUES</b> The proposals are for the main east-west pedestrian and cycle access to the hub site to be via Church Walk, crossing Wamil Way. We have serious concerns about safety at this junction and consider that modifications are required for the safety of non-motorised users. This could perhaps be a speed restricting table to reduce traffic speed in Wamil Way and make it physically apparent that an NMU route crosses the road.</p>

## 12.APPENDIX G: ACOUSTICS

	Comment
1.	<p><b>MILDENHALL HUB - Feedback from House Council Minutes, Spring Term 2017</b></p> <p><b>What practical issues can students see with the design? (whole site / indoor / outdoor spaces)</b></p> <ul style="list-style-type: none"> <li>• Will we have bells? Will they disturb others in the Hub? E.g. in the public library</li> <li>• Will MCA6 exams be disrupted by noise when it is being built?</li> </ul>
2.	<ul style="list-style-type: none"> <li>• We think the proposals are great. It will be good for the students to have a safer learning environment and where next door's lesson noises stay next door.</li> </ul>
3.	Concerns over noise levels both from the school and public.

## 13.APPENDIX H: EFFECT ON LISTED BUILDING OR CONSERVATION AREA

	Comment
1.	<p>The proposal for the hub puts an emphasis on a pedestrian and cyclist route to the town centre that would cross Wamil Way and continue along Church Walk. These roads are used by a number of residents as well as community groups such as Mildenhall Cricket Club, Mildenhall Cycling Club, KATs Dance and Theatre School, the Bunbury Rooms and the Church. The relationship between vehicles, pedestrians and cyclists should be considered in detail and measures put in place to ensure the safety of all. However, due to the built up and historic nature of this area it is difficult to appreciate how this could be achieved in a satisfactory way.</p>
2.	<p>The proposal for the hub in Mildenhall is a huge plan and one I see as being very damaging to the town.</p> <p>This area I am very familiar with is, as over ten years my friend and I campaigned and stopped a USAF build in this area and when our local MP came out, Richard Hancock, he declared this very location as the lung of Mildenhall and for a very good reason.</p> <p>This area is a wonderful location for wildlife and residents - where we can walk our dogs and children can play, enhanced a few years ago by the bridleway between Mildenhall and West Row being made good.</p> <p>When we campaigned one issue was sewage as the works in place were already over loaded.</p> <p>Living directly on the Queensway as I do, this road is already far too busy and as a route to the A11 for emergency vehicles makes no sense.</p> <p>It is too far out of town for those who do not have a car, are elderly or disabled, where all the resources they are likely to need are to be situated.</p>

	<p>I believe as do many of the residents that this entire idea is a very sad and that the impact will be catastrophic.</p>
<p>3.</p>	<p><b>3.0 Siting and traffic [Part]</b></p> <p>3.5 The building is located on the Western approach to Mildenhall. Whilst West Row Road is not exceptionally busy this remains an important gateway to the town, and the only direct route entering the Conservation Area. Mildenhall’s Conservation Area has been and continues to be subject to pressures for more housing and the quality of both new build and adaptations is generally adequate at best. Any major introduction into this context (accepting that the Hub site is outside the Conservation Area) must be of an appropriate quality and sensitivity. Section 4 details why I believe the proposals fall well short on this front but I would also flag up the fact that this massive, flat roofed and unrelenting building will have the same apparent bulk as some of the airbase structures but will instead form part of the townscape, currently rightly dominated by the spire of St Mary’s Church. The development brief (section 3.3) claims that development here will not impede views of the tower but they will nevertheless introduce a huge and dominant object into the townscape. A more considered solution is needed in order to safeguard the local built environment, rather than a quite understandable collective enthusiasm causing the project team to rush into a poorly resolved design.</p> <p>3.6 To claim that the development will ultimately be consumed by the inevitable Western spread of Mildenhall and will not therefore define the town’s edge condition is speculative, and refers to works which will take a number of years to come through. In any case were the Hub as drawn to be surrounded by residential development, it would be less awkward in its relationship to its surroundings due to its basic and inconsiderate design.</p> <p>3.7 The Development Brief goes on to classify the site as being ‘of high visual quality’ and a ‘Medium-high visual sensitivity’. It claims that development would ‘not necessarily (have) a detrimental effect’ on the area, assuming the scale and detailed design were appropriate. It is my view that the proposals as drawn completely disregard this criterion. Further detail is given in section 4.</p> <p>3.8 The photographs in the Development Brief underline how central to the vista the Church spire is; not only from just outside the settlement but also from much further afield.</p> <p>3.9 I welcome the retention of the River Lark ‘green corridor’ which has enormous public benefit, and is regularly and extensively used.</p> <p><b>5.0 Policy review [Part]</b></p> <p><i>5.5 Pol DM17 – Conservation Areas – that views into, through, across and out of a Conservation Area are preserved or enhanced.</i></p> <p>A building of this scale cannot preserve a view into, out of or across the adjoining</p>

	<p>Conservation Area and due to the jarring nature of its scale, form, mass, design and roof profile it cannot be judged to enhance any of the aforementioned views. Its impact will be negative upon every view into which it intrudes.</p> <p>5.6 Mildenhall Hub Vision Statement:  <i>'The design of the buildings will be to a high standard'</i></p> <p>There is little design evident in the drawings as presented. They lack imagination, flair, sensitivity and any consideration of context. The plan is very deep, with land-locked circulation and cellular accommodation.</p> <p><i>'The new development will sit comfortably in its landscape setting by virtue of scale, massing, composition and detailed design, including materials...views to St Mary's will be retained and exploited. Taller elements will seek to enhance the skyline by providing additional punctuation or interest but should not diminish the impact of the church spire in important views'</i></p> <p>The scheme disregards this aspiration entirely. A massive, flat roofed panel-clad shed cannot possibly sit comfortably next to an historic Conservation Area, or, in fact, any low rise residential zone. Simply put it is completely out of scale.</p> <p>Massing is crude, and there is no apparent consideration of composition, rather the vertical extrusion of a basic plan, with regular rectangular windows applied to it and a featureless flat roof on top.</p> <p>Tall elements do NOT therefore add punctuation or interest. The three storey element is incredibly simple and plain looking. This, combined with its inhuman scale, make it wholly inappropriate here. The existing buildings on site offer a far better inspiration, as the two storey elements have a pitched, tiled roof. Again, the financial implications of dispersion and more complex forms are obvious, but all richness, quality, detail and architectural consideration cannot be overlooked in the interests of delivering a useful but jaw-droppingly ugly building which, due to its panellised lightweight construction, will begin to look its age rather more quickly than something of a higher quality and robustness.</p>
4.	<p>I am concerned by the amount of building work and am worried that the lovely fields that are used by some many people will disappear and be replaced by building upon building. I am no opposed to future building but do not want to be surrounded by concrete and built up areas, hence living here and not in London or a large town.</p>
5.	<p>Comment submitted online was "none", and respondent highlighted "landscape design" and "highways and footpaths" as the issues this comment applies to.</p>
6.	<p>DESIGN &amp; LAYOUT We are concerned that the 3 storey section of the building is located very near to the public right of way to West Row and think it will have an over-bearing appearance when viewed from this rural path and detract from the current open character. We would prefer to see the building located nearer to Queensway and with more open space between it and the PRow, with the section of building nearest the PRow limited to 2 storeys in height.</p>

## 14. APPENDIX I: ECOLOGY OR NATURE CONSERVATION

	Comment
1.	Hope the design does take the opportunity to plant wildflowers etc. and make it as ecologically sound as possible.
2.	<ul style="list-style-type: none"> <li>• Shading from trees of solar panels: We have a 3.76 to Wh(P) installation of 16 solar panels covering the entire roof area facing the school field. Any planting of trees would have the potential to shade our solar panels and reduce the level of electricity generated, which has averaged 3,000kwh per year over the past six years. As our roof faces SW, the late afternoon sun makes a significant contribution to total production. We would request that no more trees be planted near the hedge that runs along the back gardens of houses near us.</li> <li>• Visual amenity impact: The view across the field from our garden is an important asset to us, and again we would not want any trees or additional vegetation which would impact on that view, if possible.</li> <li>• Ecology: We have had one hive of bees since June 2016, and hope to add another this year. We would ask that any additional planting be done with species which a bee and insect friendly. The small Lime trees (Tillia) in the hedge near Sheldrick Way should be retained, if at all possible, as they provide a valuable nectar and pollen source.</li> <li>• Sustainability: I am particularly interested in the use of renewable energy and would like to know more about how it will be used in this project.</li> </ul>
3.	The proposal for the hub in Mildenhall is a huge plan and one I see as being very damaging to the town. This area I am very familiar with is, as over ten years my friend and I campaigned and stopped a USAF build in this area and when our local MP came out, Richard Hancock, he declared this very location as the lung of Mildenhall and for a very good reason. This area is a wonderful location for wildlife and residents - where we can walk our dogs and children can play, enhanced a few years ago by the bridleway between Mildenhall and West Row being made good.
4.	Sounds like a positive step forward for young and old alike and a necessary expedient move for local humanity and technology. Please-Please-Please make in green, leafy and nature friendly as nothing is worse than a steel and concrete chunk cut out of Nature's beautiful and natural Suffolk spread. Not too long ago I lived in Waltham Forest bordering Essex and the London capital suburban sprawl and so appreciate natural beauty advice well as many made shapes completed tastefully. Hope my opinion counts for something. All the best for 2017 to all.
5.	<p>DESIGN &amp; LAYOUT We are concerned that the 3 storey section of the building is located very near to the public right of way to West Row and think it will have an over-bearing appearance when viewed from this rural path and detract from the current open character. We would prefer to see the building located nearer to Queensway and with more open space between it and the PRoW, with the section of building nearest the PRoW limited to 2 storeys in height.</p> <p>HIGHWAY ISSUES In the earlier consultation we, and many other local residents, expressed concern about the effect of the increased traffic the hub will cause in Queensway at peak times. Several residential roads have their only access via Queensway and the majority of West Row traffic and a significant volume of base traffic uses Queensway. Most of this traffic uses the junction with the High Street and the mini roundabout at Police Station Square, both close to the busy War Memorial junction. We</p>

	cannot see any way to improve traffic flows at these junctions. We have heard a suggestion of traffic lights, but this would be more likely to exacerbate the problem. We consider that a new road is required and, importantly, that the proposals to deal with traffic issues should be made known to residents and open to consultation before the scheme progresses any further. PEDESTRIAN AND CYCLIST ISSUES The proposals are for the main east-west pedestrian and cycle access to the hub site to be via Church Walk, crossing Wamil Way. We have serious concerns about safety at this junction and consider that modifications are required for the safety of non-motorised users. This could perhaps be a speed restricting table to reduce traffic speed in Wamil Way and make it physically apparent that an NMU route crosses the road.
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## 15. APPENDIX J: SUSTAINABILITY

	Comment
1.	Sustainability: I am particularly interested in the use of renewable energy and would like to know more about how it will be used in this project.

## 16. APPENDIX K: OTHER

	Comment
1.	<p><b>2.0 Procurement of services</b></p> <p>2.1 The budget for the Hub sits at around £38m. This is a phenomenally large project for Mildenhall and indeed for the region. A project of this magnitude generates extremely high values for professional appointments and would normally be well in excess of the threshold for an advert in the Official Journal of the European Union. This process would normally generate enquiries from across the country and the EU, and would include submissions from professionals with a demonstrable track record in architectural design, place making and infrastructure implementation on an appropriate scale. Concertus appears to be a preferred supplier to local Councils and has delivered numerous small projects relevant to each component part of the Hub, but nothing of a comparable scale or complexity. A summary statement relating to the selection process would be of interest given that the scale of the project means it would not normally be subject to a straightforward award to a pre-existing local framework contractor.</p>
2.	CHESTNUT CLOSE WHERE I LIVE IS NOT GOING TO BE TURNED INTO A COUNCIL ESTATE. I AM NOT GOING TO ALLOW IT. I BOUGHT THIS HOUSE AS A FOREVER HOUSE. I AM THE LONGEST RESIDENT HERE AND IT IS NOT GOING TO HAPPEN. CHESTNUT CLOSE IS NOT GOING TO BE A COUNCIL ESTATE.
3.	Our concern is not with the hub, but with the potential housing plan to the west of the hub. We have 4 concerns: 1) The effect to the value of our house (currently surrounded by open fields). 2) The adverse effect on the historical site surrounding Wamil Hall, including our home and nearby farm buildings. 3) The lack of infrastructure to support such a development. 4) Why the current Mildenhall airbase brownfield site is not the only potential land earmarked, considering the fields planned are working greenfield farmland. Many thanks.

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