

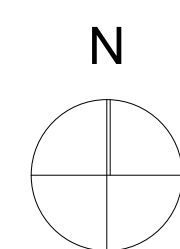


1. **Sheldrick Way:** existing road and footway to be retained in part and used as the vehicular entrance into the site. Junction to be re-designed to accommodate traffic requiring access in and out of the site. Footpaths re-aligned in accordance, including pedestrian crossing on Queensway. Allotment parking relocated to eastern side of new junction design.
2. **Wamli Way:** Pre-school relocated to main site. Pedestrian and cyclist only zone, to provide a connection with the town centre (but no vehicular access to the Hub). Existing mature trees to be retained. Existing parking spaces also to be retained, following request of local residents during earlier consultation. These spaces do not form part of the formal Hub car parking (see notes 9-11 below). Treatment to road surface between Wamli Way and Church to provide pedestrian and cyclist friendly zone.
3. **Public Plazas:** to provide feature entrance spaces to the Hub building, with informal seating, outdoor café.
4. **New Route of Public Footpath/Cycleway:** the existing public footpath that bisects the site north-south will be diverted to wrap around the west side of the proposed building. The northern and southern extents of the footpath can remain along their current alignment. All will then be converted to a footpath/cycleway.
5. **Diverted Route of East - West Public Footpath:** the existing public footpath that bisects the eastern half of the site will be diverted and will link with footpaths at the western boundary and the footpath/cycleway running through the site. The diverted route will remain similar in character, a field edge path with a hedgerow.
6. **Existing Public Footpath:** parts of the existing route can be maintained along their current alignment and be converted to a footpath/cycleway where required. The public footpath running north south on the western boundary will remain.
7. **Informal Footpaths:** to provide further links around the site.
8. **Emergency Access/Delivery Route:** Deliveries will be around the western side of the building. Emergency access can be gained along this route as well. Although this will not provide vehicular access to the Hub (see note 2 above), emergency services access could be obtained from Wamli Way if ever needed for an incident at the east of the site.
9. **Car Parking:** two areas are available for public car parking, east and west, including electric car charging points. Each car park is divided by areas of planting and trees and allows for swales to capture surface water run-off and treatment.
10. **Police & Operational Vehicles Parking:** spaces for police response and operational vehicles.
11. **Accessible Parking**
12. **Public Cycle Parking** including motorcycle parking off the western car park.
13. **Academy Cycle Parking**
15. **Secure Boundary to Academy Site and Sixth Form Centre.** The Academy is located in the south western part of the site in a self contained area, which can be secured from public access. The Sixth Form Centre can also maintain a secure site, free from public access, in the north east of the site.
16. **Potential Area for Future Expansion:** For reference purposes only, the red line in the north-west corner of the site accords with the area covered by the 2016 Development Brief for the Hub. This Brief looked at the long-term need for community facilities in Mildenhall (e.g. a new primary school) hence the difference in what is being initially proposed to meet the current demand. Any proposals for use of this space would be subject to future consultation and planning processes.
17. **Sustainable Drainage Systems (SuDS):** shallow basins will collect surface water runoff from the site and will be fed by the network of swales and underground pipes. The basins will be dry the majority of the time, filling at stormwater events. Base of the basins to be planted with grass/wildflower seed mix tolerant of periodic wet conditions and the edges of basins to be planted with native shrubs to provide an attractive amenity space.
18. **New Tree Planting:** will form green infrastructure and ecological corridors to provide both recreational and ecological benefits. This includes area tree planting typical of the Brecks landscape character, long grassland/wildflower areas, along with seating and opportunities for fruiting trees.
19. **Existing Trees Retained**
20. **Site Boundary Treatment:** to be treated with a native hedgerow and tree planting.
21. **Landscape Buffer:** to residential boundaries, to include native trees, hedges and shrub planting.
22. **Retain and enhance scarce arable plants.**
23. **Pre-School outdoor play area.**
24. **Overflow Car Parking** with a grasscrete surface.
25. **FHDC Storage Yard** to include police mast.
26. **Sprinkler Tanks.**
27. **Bus Drop Off and Collection** for the Academy and Sixth Form Centre.
28. **Existing Underground Services and Easement.**
29. **Public Bus Stop**

 ± 0 Existing Level
 ± 0 Proposed Level



Disclaimer.

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REV	DATE	BY	DESCRIPTION	CHKD
P1	10.4.17	RC	Level information added	SW
P2	04.5.17	RC	dwg added	SW
P3	16.5.17	RC	Sheldrick Way junction re-design	SW
P4	18.5.17	RC	Issue for LVA	SW
P5	22.5.17	RC	Issue for LVA	SW
P6	26.5.17	RC	Update for planning application	SW
P7	7.7.17	RC	VE Options	SW
P8	19.7.17	RC	Fire Service Removed updated for planning	SW



PLANNING	Project	Project Number	16-00505
	Mildenhall Hub		
	Sheldrick Way		
	Mildenhall		
		Scale	1:1000
		Size	A1 A0
	Drawing Title		
	Masterplan		
		Drawn	RC
	Checked	SW	
	Designer		
	Rachel Cade		
	email: rachel.cade@connectus.co.uk		
		Tel:	01473 204847
		Date:	April 2017

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