

Cambridgeshire Horizons

**Cambridge Airport
Relocation Feasibility
Study**

Final Report

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1 Introduction

1.1 Study Outline and Objective

The study was commissioned by Cambridgeshire Horizons, the local authorities, Marshall of Cambridge, EEDA and GO-East in order to better understand the potential options for the relocation of Marshall and therefore the capability for redevelopment of Cambridge Airport inline with planning policy. The Cambridge Airport site is identified for housing and other development in the Cambridgeshire and Peterborough Structure Plan as part of the agreed strategy for sustainable growth in the Cambridge area. The study appraises the operational benefits and impacts associated with relocating the military component of Marshall Aerospace's aircraft design, manufacturing and maintenance activities from Cambridge Airport to either RAF Mildenhall or RAF Wyton Airfield.

This is a technical, multi-disciplinary assessment that provides an impartial summary of relocation options. It principally focuses on environmental, transport, and operational and wider economic impacts. The commercial viability and business case for any relocation is outside the scope of the study.

Further, the brief for the assignment specifically precludes any overall prioritisation between sites, recognising that Marshall would be constructing a business case and land acquisition plan for each site which would sit alongside this technical assessment and which would inform any decision to relocate

1.2 The Purpose of this Report

This study aims to provide an impartial assessment that can be used to inform future decision making regarding the possible relocation of Marshall Aerospace to RAF Mildenhall or RAF Wyton Airfield.

Discussions with Local Authorities, government agencies, RAF airfield operators and Marshall Aerospace have established four preferred facility layouts: three at different locations adjacent to RAF Mildenhall and one within the airfield boundary at RAF Wyton Airfield. At each of the four sites, a number of possible planned site layouts have been considered, including the configuration of hangars, taxiways, and car parking, prior to identifying a preferred single representative layout at each, which has then been assessed in terms of on- and off-site implications covering a range of disciplines.

This report documents the process of and results of the assessment of the single representative layout at each site. The single layout options should not be considered as final development proposals, rather they provide a hypothetical layout for the purposes of site evaluation and impact assessments. This process allows all project stakeholders to focus discussions around a common point of reference and to influence the final design as much as practicable.

Should the project progress to the next stages at either of the airport sites and then be progressed through the planning application process, Marshall Aerospace will develop the final site arrangements.

2 Operational Requirements

2.1 Introduction

The following section describes the process of selecting the four preferred planned site layouts - three at RAF Mildenhall and one at RAF Wyton Airfield.

As part of an interim working report, three to four planned layout options were considered at each site (there being three sites under consideration at the Mildenhall location). Following assessment of each site's characteristics, environmental impacts and feedback from project stakeholders, including Marshall Aerospace, a preferred single representative layout option was selected at each of the four sites.

2.2 Marshall Aerospace's Strategic Requirements

Marshall Aerospace has outlined feedback about site layouts and their operational requirements through ongoing discussions with the study team. These have been incorporated into the assessment to ensure the final planned layouts are viable in terms of Marshall Aerospace's operational requirements.

In accordance with the strategic requirements, Marshall Aerospace is therefore seeking a site able to accommodate the following activities, which are to be relocated:

- All design facilities will be relocating to the new site and some expansion should be accommodated.
- The majority of maintenance activities are currently focused around C-130 aircraft, but Marshall Aerospace anticipates work on the larger C-17 aircraft will increase in future, which will require additional hangar accommodation. Only military functions will be relocated while other functions will cease.
- Shielded painting works are accommodated within hangars on Marshall Aerospace's Cambridge site and these licensed activities will relocate.
- Specialised facilities, including an enclosed area for noise reduction, are required for engine testing, which will continue at the new site.
- Support functions will relocate to the new site, including an area for maintenance/service staff and administrative staff, in addition to the staff associated with the functions outlined above.

2.3 Marshall Aerospace: Relocation of Facilities

The representative site layouts have been selected based upon their capability to accommodate the functions described above at the required level of operation. Broadly speaking, Marshall Aerospace will require facilities for an estimated 1500 full-time equivalent employees onsite and hangar space for up to 17 aircraft at any one time (14 C-130 and 3 C-17). Housing C-130 aircraft would require a hangar height of around 21m, with C-17 aircraft requiring around 29m.

In addition, each representative site layout had to make provision for:

- A staff and visitor security checkpoint sufficiently setback from the road network to ensure vehicle movements on and off the public highway have minimal effect on traffic flows.
- The site to be secured by a perimeter fence that complies with RAF and USAFE security standards.

- Minimal hard surface area to reduce rainwater runoff impacts and construction and maintenance costs.
- A compass rose, used for instrument calibration, to be located off the main taxiway
- Installation of a noise reduction facility located on the site's least sensitive side.
- Where practicable, twin taxiways to the main runway. This will prevent a 'bottleneck' that may occur with only one taxiway and also reduce the dependence on a single taxiway that could jeopardise Marshall Aerospace's operations in the event it were to fail.

3 Potential Relocation Sites

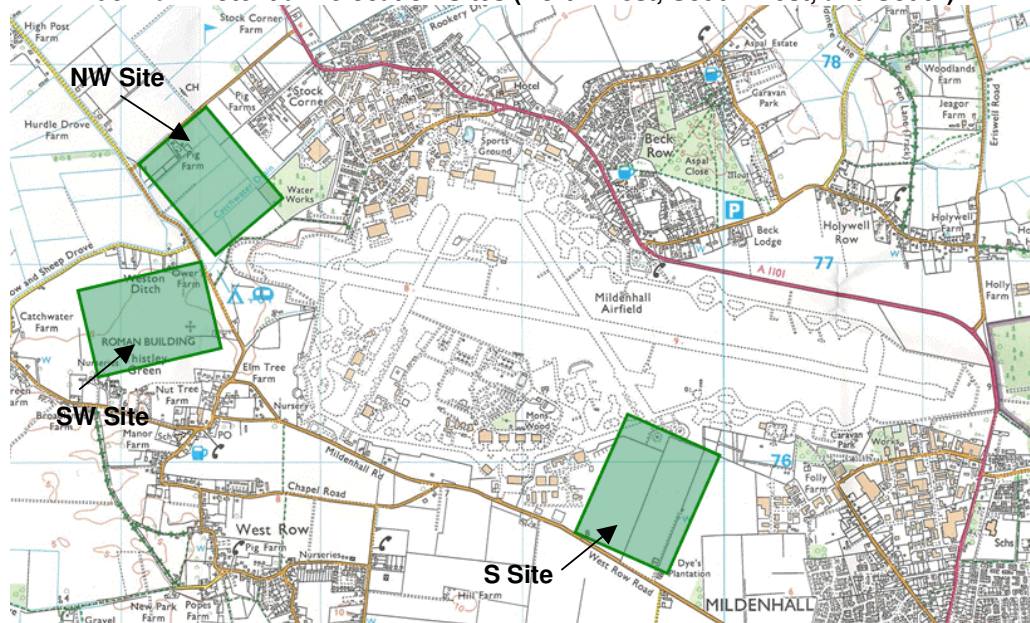
3.1 RAF Mildenhall

RAF Mildenhall is an active military airfield. Since 1962, the United States Air Force Europe Division (USAFE) has operated the airfield – today some 8,000 people work on the US Air Base. In 2005, approximately 300 aircraft movements were completed per day at the airfield.

The runway (11/29) is of sufficient length to support Marshall Aerospace's proposed aircraft operations, being 2810m TORA (Take-Off Runway Available). The runways and all taxiway structures can physically support large aircraft and meet operational standards set under Pavement Classification Number 48.

Three RAF Mildenhall sites are included within the option selection process. These are described in detail below. The physical and environmental characteristics that influenced the final planned layout at each site are also discussed.

RAF Mildenhall: Potential Relocation Sites (North-West, South-West, and South)



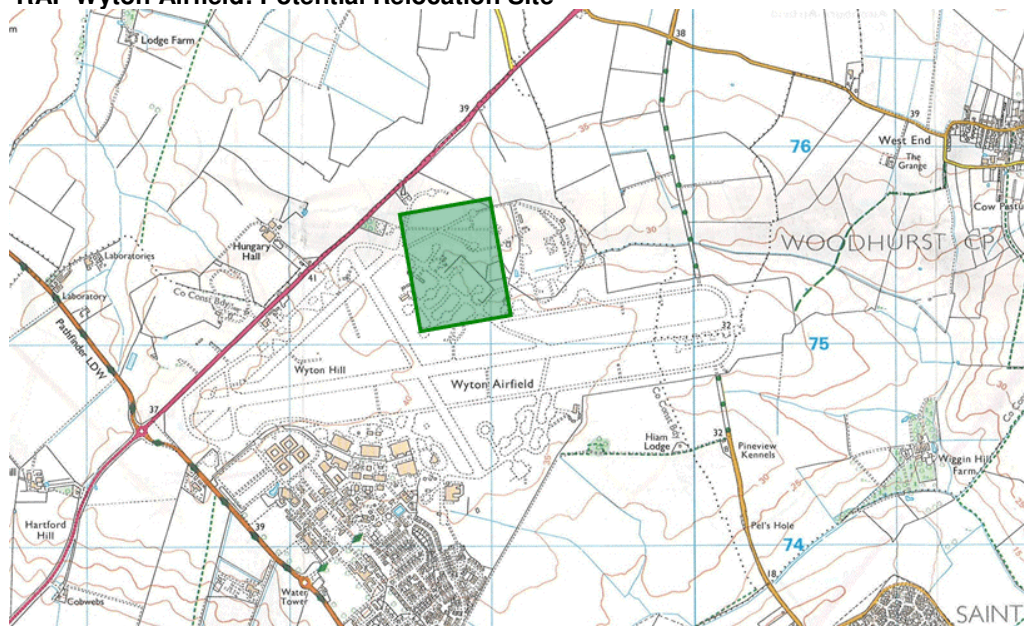
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3.2 RAF Wyton Airfield

Military activities ceased at RAF Wyton in 1995 and the airfield now provides flight training via the Training Wing, and in conjunction with the London University Flight Training School. Light aircraft only are flown at this airfield. The RAF currently occupies the area south of the runway; parts of this area have been sold to private landowners for housing developments. The Defence Logistics Organisation (DLO) occupies the major part of the RAF base. The Ministry of Defence has confirmed that its future plans for the future of the DLO are going to be forthcoming in the very near future.

The main runway (09/27) is of sufficient length to support Marshall Aerospace's proposed aircraft operations, having 2516m TORA available. However, the load bearing strength of the runway and taxiways has not been tested and these are likely to require upgrades to comply with PCN 48 strength standards.

RAF Wyton Airfield: Potential Relocation Site



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As there is scope for development entirely within the airfield boundary north of the runway, only one site has been considered. Within this site, different planned site layouts were assessed before the final configuration was chosen.

3.3 Final Representative Layout Options

The representative layout options that form the basis of this assessment are provided within Appendix A, and cover each of the four sites. There are three sites at RAF Mildenhall that have sufficient space for accommodating Marshall Aerospace's operations and that are located within an acceptable range to the runway. On the north side of the airport at RAF Wyton Airfield is an area with sufficient space for accommodating Marshall Aerospace's operations within the airport boundary.

The final representative layout options are based upon robust layout criteria and were derived through consultation with Marshall Aerospace, Local Authority stakeholders, the Defence Estates and the current operators at each site.

It should be remembered that the purpose of these layouts is to provide a basis for assessment and to not imply any final potential layout of facilities, which would be subject to the planning consent process.

4 Conclusions and Assessment Summary Table

4.1 Introduction

It is not within the scope of this study to identify or recommend one of the preferred single representative layout options. The decision on which site Marshall Aerospace should relocate to needs to be informed by a combination of technical, commercial, risk and political inputs.

This report is intended to identify and confirm the technical feasibility of a range of site options and to provide an objective comparison between options in a number of the key technical areas, namely;

- Airport and operational planning
- Environmental
- Transport
- Local employment
- Planning and Policy

4.2 Headline Conclusions

The study has identified and developed four site location options, three at RAF Mildenhall and one at RAF Wyton Airfield. The study has not identified any 'show stoppers' in the technical areas described above, which would prevent Marshall Aerospace developing facilities to relocate to at any of these four sites.

However, each site has its own benefits and disadvantages and has different impacts on the surrounding environment, communities and transport systems. The key characteristics of the four sites are outlined in the Assessment Summary Table provided in the next section, and given in outline as follows:

Off-site implications:

- **Transport** – The relocated Marshall Aerospace business would create a significant number of car borne trips to all the sites, which would require some local road junction improvements at each location. At Mildenhall the additional traffic would add to problems of congestion in the town centre which could potentially be eased by a new northern link road. Public transport enhancements are likely to have only a modest impact on car use to any of the sites.
- **Employment** - A greater proportion of existing staff currently live within 10km and within 25km at Wyton Airfield compared with Mildenhall. Wyton Airfield would also require slightly more full-time equivalent (FTE) employees (1460) compared to Mildenhall (1448) and greater employment levels for the construction of the new facilities (310 FTE Wyton Airfield, 260-280 Mildenhall).
- **Environment** – The Mildenhall Northwest site is partially located in a groundwater source protection zone (SPZ) for potable water supply to the airfield and is considered to be highly vulnerable to any new potential pollution sources.
The Mildenhall Northwest and Southwest sites were assessed to have potentially more adverse noise impacts from activities within the maintenance hangars than the South site, with the Wyton Airfield site causing the least.

However, the impact of aircraft movements at RAF Wyton Airfield were considered to be more adverse than at Mildenhall due to the existing fleet mixes and number of movements. The visual impact of the facilities is of concern at all sites but likely to have the least impact at the Mildenhall South site.

On-site implications

- **Facilities Requirements** – The Wyton Airfield site would be more expensive to establish and potentially for Marshall to operate the facilities than the Mildenhall options due to the additional airfield works needed, and as there is the technical potential for some operational sharing/efficiency with the existing USAF facilities at Mildenhall which, subject to negotiation, could be shared by Marshall Aerospace.
- **Land Requirements** – the Wyton Airfield site is contained fully within the existing airport lands, whereas each of the Mildenhall options requires the acquisition of land from private parties. Mildenhall Southwest site requires the diversion or tunnelling of a public highway while the Northwest site might need a public footpath diversion.
- **Facility Operations** – While all sites can accommodate acceptable facility arrangements, Wyton Airfield has greater available space for possible future expansion and has the most immediate access to the airfield.
- **Environment** – The Mildenhall Northwest and Southwest sites were assessed to have a Large Adverse impact on Archaeological resources, and the Mildenhall South a Moderate Adverse impact. The Mildenhall Northwest site was identified as having a Large Adverse impact on ecology, while the other Mildenhall sites have a Moderate Adverse impact. Wyton Airfield was assessed to have Moderate Adverse archaeological impact subject to further investigation,

4.3 Assessment Summary Table

The following table summarises the key characteristics of the four sites.

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Airport Planning				
Current non-Marshall Aerospace Movements per day in 2005	300			120
Movements per day in 2016 (assuming 1.5% increase in current non-Marshall Aerospace movements & new Marshall Aerospace site fully operational in 2012)	362			155
Land acquisition	47 ha	43 ha	43 ha	41 ha (site area inside current boundary) 20 ha (direct requirement outside the current boundary for airfield lighting system, but potentially greater depending on land management issues inside the boundary)
Site requirements	Outside airport boundary, necessary acquisition of private properties including 6 buildings	Outside airport boundary, necessary acquisition of private properties including 7 buildings	Outside airport boundary, necessary acquisition of privately owned properties including 4 buildings	Within airport boundary, relocation of Police Helicopter Base and BT Exchange Station
Operational Efficiency	longer taxiing time, single taxi lane access, potentially longer taxiing depending on route required on existing taxiway	longer taxiing time, single taxi lane access, potentially longer taxiing depending on route required on existing taxiway	longer taxiing time, dual taxi lane access, potentially longer taxiing depending on route required on existing taxiway	shorter taxiing time, dual taxi lane access

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
New Infrastructure (on site)		<ul style="list-style-type: none"> Tunnel for public road 		<ul style="list-style-type: none"> taxiway extension improvement of runway and taxiway surface facilities for precision approach runway, CAT, 1 with ILS, Cat. 1 (including ATC tower) new access road to Missile site
Relocation of infrastructure within airport boundary	<ul style="list-style-type: none"> Airport Fence (including Water Works access) Perimeter Road in the north of the Runway, junction with the new taxiway 	<ul style="list-style-type: none"> Fire Department Access Gate Airfield Lighting Volt (switch control building; 12m by 7m = 84m²) 	<ul style="list-style-type: none"> 4 aircraft stands 	<ul style="list-style-type: none"> Relocation of Police Helicopter Base with hangar (22.5m by 22.5m = 506m²) and office building (26m by 12m = 312m²) BT Exchange Station
Expandability	limited, further land acquisition necessary	limited, further land acquisition necessary	limited, further land acquisition necessary	Readily accommodated, area for expansion available within the airport boundary
Potential variants: Alteration of infrastructure within airport boundary:				<ul style="list-style-type: none"> ATC Tower Demolition of Hangar 1 (no replacement) Alteration of 2 Pavilions (reduction of building to on floor)
Utilities				
Electricity	Higher connection cost – furthest from town supply	Higher connection cost – further from town supply	Average connection cost – closer to town supply	Higher connection cost – distant from nearest supply
Flooding	Moderate likelihood of flooding without mitigation, catchment drains through site	No specific action required	No specific action required	No specific action required

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Potable water	Current pipes within access of the site	Current pipes within access of the site	Current pipes within access of the site	Current mains sufficient for development need
Storm water	Site within inner and outer ground water protection zone, requiring controlled management of treatment and return	Site partially within outer ground water protection zone, requiring controlled management of treatment and return	Site not within ground protection zone, water to be dealt with to maintain current state of the environment	Non-contaminated can soak-away subject to agreed discharge rates, other water may require monitoring, storage and treatment
Foul water	USAF sewer capacity (MoD infrastructure), or public sewers to the north requiring upgrade	USAF sewer capacity (MoD infrastructure), or public sewers to the north requiring upgrade	USAF sewer capacity (MoD infrastructure), or (estimated) public sewers within Mildenhall network	No identified public sewers, pump options to be considered
Gas	No USAF gas usage identified (MoD infrastructure), Mildenhall distance might require alternatives	No USAF gas usage identified (MoD infrastructure), Mildenhall distance might require alternatives	No USAF gas usage identified (MoD infrastructure), Mildenhall low pressure pipes could suffice	Existing intermediate pressure main nearby, or new pipe direct to the site entrance
Communications	BT cables available	BT cables available	BT cables available	New supply required
Air Quality				
	The overall impact has been assessed as Slight Adverse , due to anticipated slight increases in road traffic	The overall impact has been assessed as Slight Adverse , due to anticipated slight increases in road traffic	The overall impact has been assessed as Slight Adverse , due to anticipated slight increases in road traffic	The overall impact has been assessed as Slight Adverse , due to anticipated slight increases in road traffic

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Archaeology and Heritage				
	<p>Multi-period archaeological finds would be damaged and possibly require further investigation and/or removal. A staged programme of archaeological works would be required.</p> <p>Assessment = Large Adverse</p>	<p>Archaeological resources from the Roman and other periods, including a Scheduled Ancient Monument of national importance would be damaged and possibly require further investigation and/or removal. A staged programme of archaeological works along with consultation with the County Archaeologist and English Heritage would be required.</p> <p>Assessment = Large Adverse</p>	<p>Multi-period archaeological finds would be damaged and possibly require further investigation and/or removal. A staged programme of archaeological works would be required.</p> <p>Assessment = Moderate Adverse</p>	<p>This option may impact upon features associated with the WWII airfield which includes a Dome Trainer for AA Gunners of which only a handful survive. A programme of mitigation to record these features would be required.</p> <p>Assessment = Moderate Adverse</p> <p>There is the potential for as yet unidentified archaeological remains to be present within the site.</p> <p>A programme of mitigation to record these features would be required.</p> <p>Assessment: due to the unknown nature of archaeological potential an assessment score cannot be determined</p>

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Contamination Issues				
	<p>It is not expected that the shallow ground overlying the site will be contaminated, however, it is possible that the groundwater beneath the site could be contaminated by solvents. Geochemical intrusive investigation works would need to take place on site prior to construction to determine the site-specific ground and groundwater conditions.</p> <p>The site is situated in a sensitive location where the chalk aquifer is present close to the surface and over half of the site lies within the inner zone of a groundwater SPZ for potable water supply (for the airfield). The site is therefore considered to be highly vulnerable to any new potential pollution sources from the proposed use.</p>	<p>It is not expected that the shallow ground overlying the site will be contaminated, however, it is possible that the groundwater beneath the site could be contaminated by solvents. Geochemical intrusive investigation works would need to take place on site prior to construction to determine the site-specific ground and groundwater conditions.</p> <p>The site is situated in a sensitive location where the chalk aquifer is present at the surface and the north-eastern corner of the site lies within the inner zone of a groundwater SPZ for potable water supply (for the airfield). The site is therefore considered to be highly vulnerable to any new potential pollution sources from the proposed use.</p>	<p>It is assessed that the ground and groundwater in the northernmost part of the site may potentially be contaminated. Geochemical intrusive investigation works would need to take place on site prior to construction to determine the site-specific ground and groundwater conditions.</p> <p>The site is situated in a sensitive location where the chalk aquifer is present at, or close to the surface. In addition, the north-western corner and western edge of the site lies within the outer zone of a groundwater SPZ for potable water supply (for the airfield). The remainder of the site lies within the total catchment area for the SPZ . The site is therefore considered to be highly vulnerable to any new potential pollution sources from the proposed use.</p>	<p>It is likely that the shallow ground overlying the site, and any groundwater beneath the site could be contaminated, however, it is considered that the Boulder Clay would provide some protection. Geochemical intrusive investigation works would need to take place on site prior to construction to determine the site-specific ground and groundwater conditions. Remediation of the existing ground may be required as part of the proposed development.</p> <p>The site is not situated in a sensitive location and there are no major groundwater bearing strata in the upper groundmass beneath the site. The site does not fall within any groundwater SPZ for potable water supply. The site is therefore not considered to be particularly vulnerable to any new potential pollution sources from the proposed use.</p>

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Ecology and Biodiversity				
	<p>The taxiway for the site would result in the permanent loss and fragmentation of RAF Mildenhall Grassland CWS, which is a Breck Grassland community valuable at a regional level.</p> <p>Assessment = Large Adverse</p>	<p>This option would result in the permanent loss of arable land and a small linear patch (600 m) of grassland habitat within the airbase, which is of currently undetermined value.</p> <p>Assessment = Moderate Adverse</p>	<p>This option would result in permanent loss of arable land, as well as the loss of 600 m of grassland within the airbase.</p> <p>Assessment = Moderate Adverse</p>	<p>Loss of grassland of currently undetermined value.</p> <p>Assessment = Slight Adverse</p>
Landscape				
	<p>The main landscape issues will centre on visual intrusion from these areas and overall effects on the landscape quality of the ALLV. The scale of buildings (particularly the hangars) means that the development would be particularly visible from the surrounding settlements, in particular on the western side of Mildenhall and properties on the eastern edge of West Row</p> <p>Overall assessment score: Moderate – Large adverse. With a well designed and maintained mitigation scheme this could reduce to Moderate Adverse over time.</p>	<p>The main landscape issues will centre on visual intrusion from these areas and overall effects on the landscape quality of the ALLV. The scale of buildings (particularly the hangars) means that the development would be particularly visible from the properties in close proximity at Thistley Green – Cow and Sheep Drove, The Green, Hurdle Drove and Beeches Road.</p> <p>Overall assessment score: Moderate – Large adverse. With a well designed and maintained mitigation scheme this could reduce to Moderate Adverse over time.</p>	<p>The main landscape issues will centre on visual intrusion from these areas and overall effects on the landscape quality of the ALLV. The scale of buildings (particularly the hangars) means that the development would be particularly visible from the surrounding settlements, in particular properties in close proximity at the south western edge of Beck Row, and scattered properties on Hurdle Drove.</p> <p>Overall assessment score: Moderate. With a well designed and maintained mitigation scheme this could reduce to Moderate - Slight Adverse over time.</p>	<p>Given the scale of buildings (particularly the hangars) and the elevated and exposed nature of the location the development would be visible over a wide area. The main landscape issues will centre on visual intrusion and effects on the landscape quality of the rural landscape due to change of character.</p> <p>Overall assessment score: Moderate to Large Adverse. With a well designed and maintained mitigation scheme this could reduce to Moderate Adverse over time.</p>

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Noise				
Aircraft Approach/Flight Noise	Slight Adverse	Slight Adverse	Slight Adverse	Significant Adverse
Taxiing of Aircraft to the facility	Negligible / Slight Adverse	Slight Adverse	Negligible / Slight Adverse	Negligible
Engineering activities within the Hangars	Adverse	Adverse	Slight Adverse	Negligible
Ground movements within the facility	Slight Adverse	Slight Adverse	Slight Adverse	Negligible
Ground running of engines	Slight Adverse / Significant Adverse	Slight Adverse / Significant Adverse	Slight Adverse / Significant Adverse	Negligible / Slight Adverse
Noise from generated road traffic	Slight / Moderate Adverse	Slight / Moderate Adverse	Slight / Moderate Adverse	Minimal
Construction noise	Slight Adverse	Slight Adverse	Slight Adverse	Moderate Adverse

Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Water Resources				
	<p>Development of this site could result in a loss of the flood plain storage area, potentially resulting in increased flood risk to the site. New areas of hardstanding could increase storm water run-off rates. Run-off may potentially be contaminated and will require treatment prior to discharge from site. Mitigation on the form of attenuation ponds and oil interceptors will be required.</p> <p>The magnitude of impacts would be: Major Negative. With mitigation, the overall assessment of impacts could be reduced to Moderate Adverse.</p>	<p>The development would result in the loss of all or part of Weston Ditch. New areas of hardstanding could increase storm water run-off rates. Run-off may potentially be contaminated and will require treatment prior to discharge from site. Mitigation on the form of attenuation ponds and oil interceptors will be required.</p> <p>The magnitude of impacts would be: Intermediate Negative. With mitigation, the overall assessment of impacts could be reduced to Slight Adverse.</p>	<p>New areas of hardstanding could increase storm water run-off rates. Run-off may potentially be contaminated and will require treatment prior to discharge from site. Mitigation on the form of attenuation ponds and oil interceptors will be required.</p> <p>The magnitude of impacts would be: Minor Negative. With mitigation, the overall assessment of impacts could be reduced to Neutral.</p>	<p>New areas of hard-standing will replace the current mixture of permeable grassland and hard-standing, requiring mitigation by provision of attenuation, for example in the form of ponds / basins / cellular storage or alternatively by using soakaways . This will increase the storm water run-off rate, but to slightly less impact than the other completely grassland sites at Mildenhall.</p> <p>The magnitude of impacts would be: Minor Negative. With mitigation, the overall assessment of impacts could be reduced to Neutral.</p>
Land Use Planning and Property				
Local Authority	Forest Heath District Suffolk County	Forest Heath District Suffolk County	Forest Heath District Suffolk County	Huntingdonshire District Cambridgeshire County
Site ownership	Majority of development outside airport boundary; negotiations with landowners required	Majority of development outside airport boundary; negotiations with landowners required	Majority of development outside airport boundary; negotiations with landowners required	Majority of development inside airport boundary; negotiations with landowners required for airfield landing systems

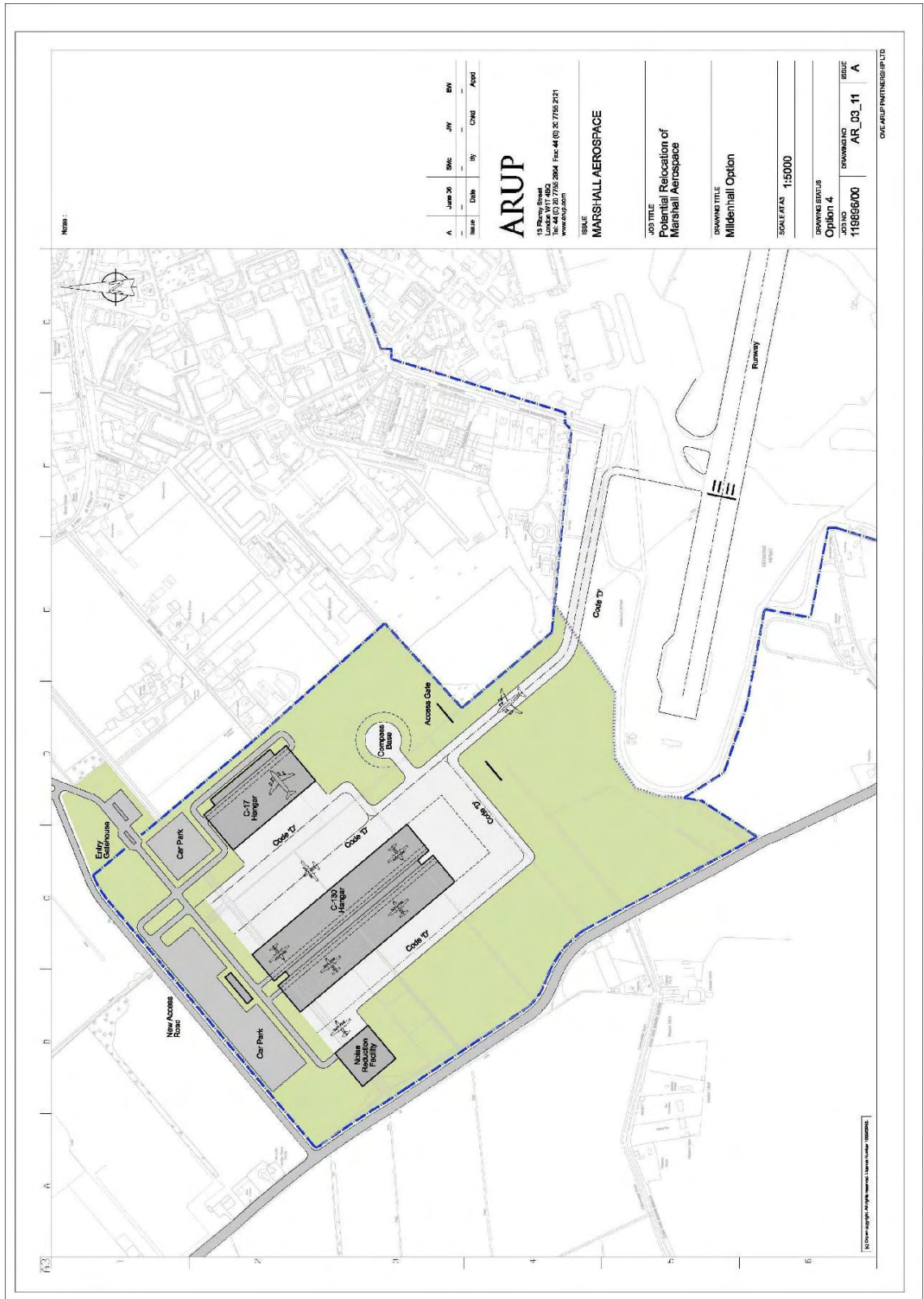
Topic	Site Options			
	Mildenhall North-West	Mildenhall South-West	Mildenhall South	Wyton Airfield
Land Use Designation	Undesignated agricultural land	Undesignated agricultural land	Undesignated agricultural land	Operational airfield land; could possibly affect setting of Woodhurst Conservation Area
Planning applications	Current application for Persimmon Homes for between 440 & 590 homes	No planning applications	Ashwell development anticipated nearby, up to 600 homes	No planning applications
Socio-Economic				
Employee requirement (FTE)	1,448	1,448	1,448	1,460
%current employees within 25km (management/ skilled/ non-skilled)	26% 29% 31%			40% 35% 41%
Construction employment (FTE)	270	280	270	320
Transport				
Public Transport	Provides access to local areas, but the links to the wider areas is limited and rely on an interchange of some sort.			Existing bus and rail services are limited with few stopping directly outside the site. Rail services are not within walking distance. There is the potential to link development to proposed Cambridgeshire guided bus way.

Topic	Site Options			
	<i>Mildenhall North-West</i>	<i>Mildenhall South-West</i>	<i>Mildenhall South</i>	<i>Wyton Airfield</i>
General Access	The main approach to the development site must be via Beck Row to ensure traffic does not approach via West Row Road. A possible northern link road would divert traffic around town centre. An alternative to the link road is to consider a Park & Ride facility for Marshalls.	Similar to Mildenhall NW approach with major upgrades to Cow Drove and Sheep Drove. Beck Row would be the preferred approach to the site. Again a possible northern link road would divert traffic around the town centre.	Mildenhall S could focus vehicle demand through Five Ways and would increase trips through the town centre. The site would benefit by the possible provision of a direct link to the site from A1065 via the potential link road and an improved link through the industrial area.	Access from the northern side of the site needs to consider impacts on peak flows at key local junctions. An alternative access via Ramsey Road has been discounted on cost:benefit grounds as the option delivers little tangible benefit to network.
Delivery/Large Vehicle Access	As per existing USAF movements/routings	As Mildenhall NW option	As the general access to the site to avoid town centre	As the general access to the site with appropriate junction upgrades where required.

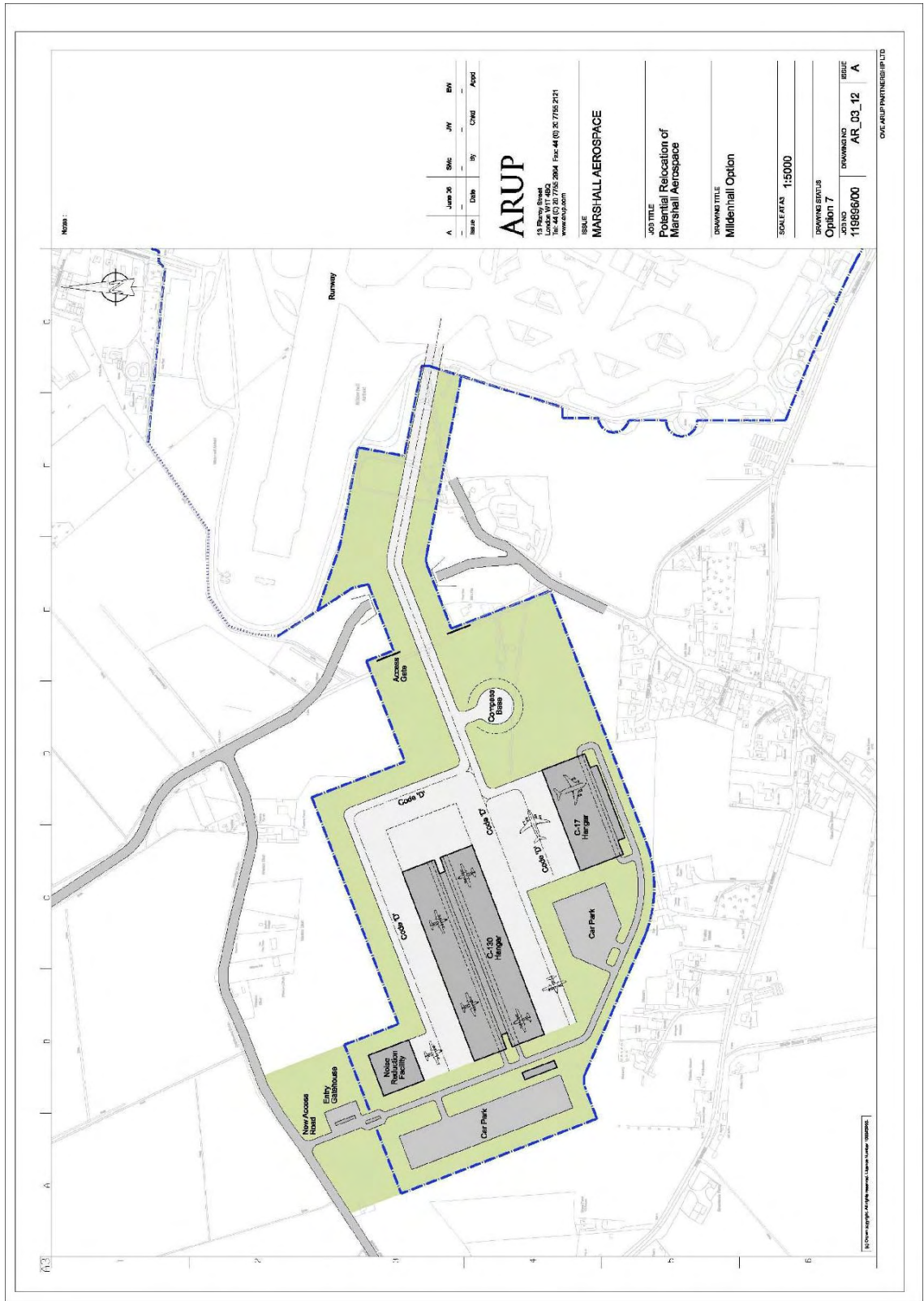
Appendix A

Representative Layouts

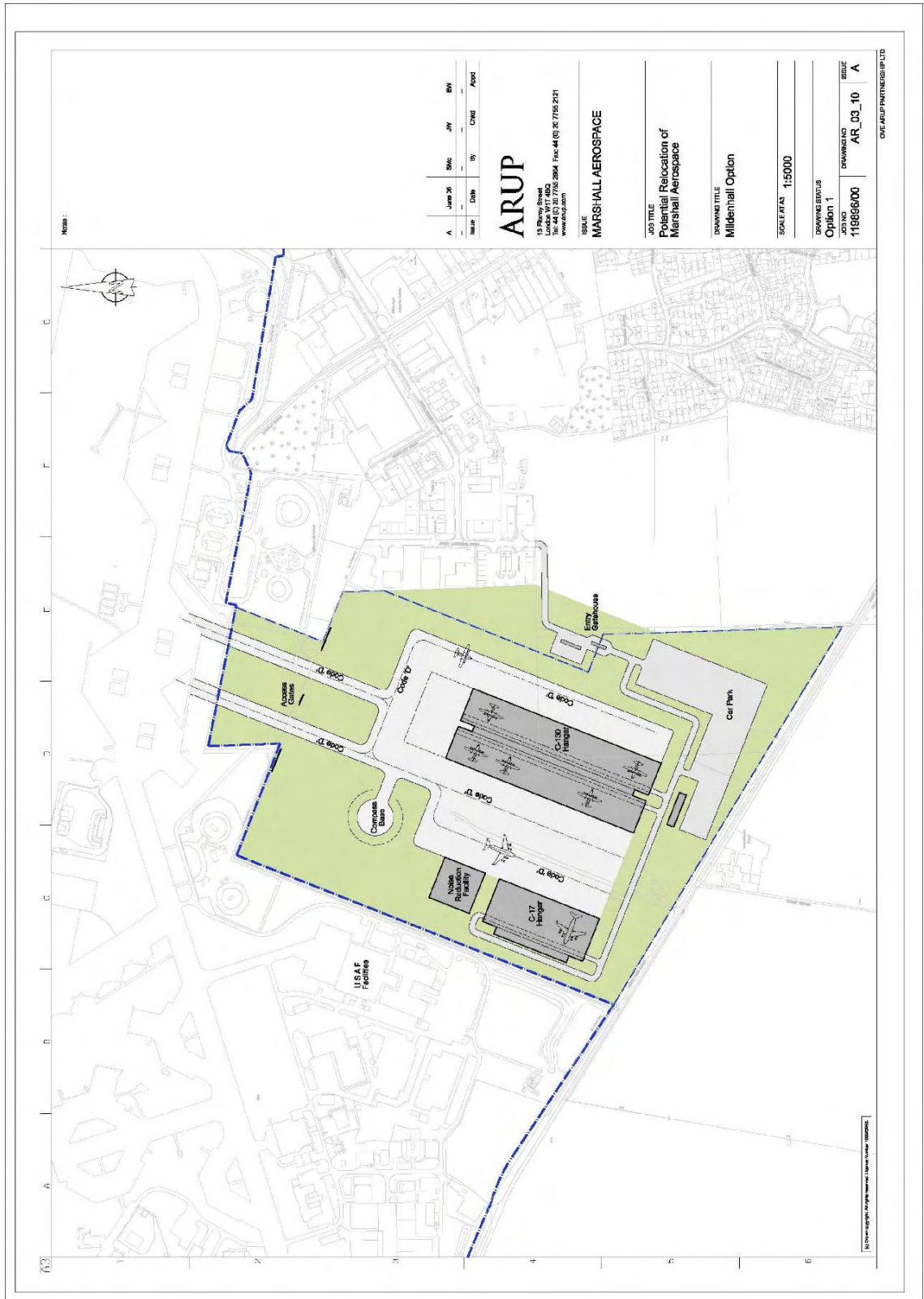
A1.1 Mildenhall North-West



A1.2 Mildenhall South-West



A1.3 Mildenhall South



A1.4 Wyton Airfield

