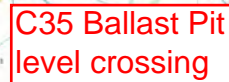


**SS15**

C35 Ballast Pit  
level crossing







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- KEY:
- Application site boundary
  - Other land in applicants' control

02	Revision	DB	JK	170201
00	Drawing created	IF	JK	160707
REV	DESCRIPTION	BY	CHK	DATE

FOR APPROVAL

Secretary of State for Defence  
Urban&Civic

Waterbeach  
Barracks and Airfield:  
Application Site Plan

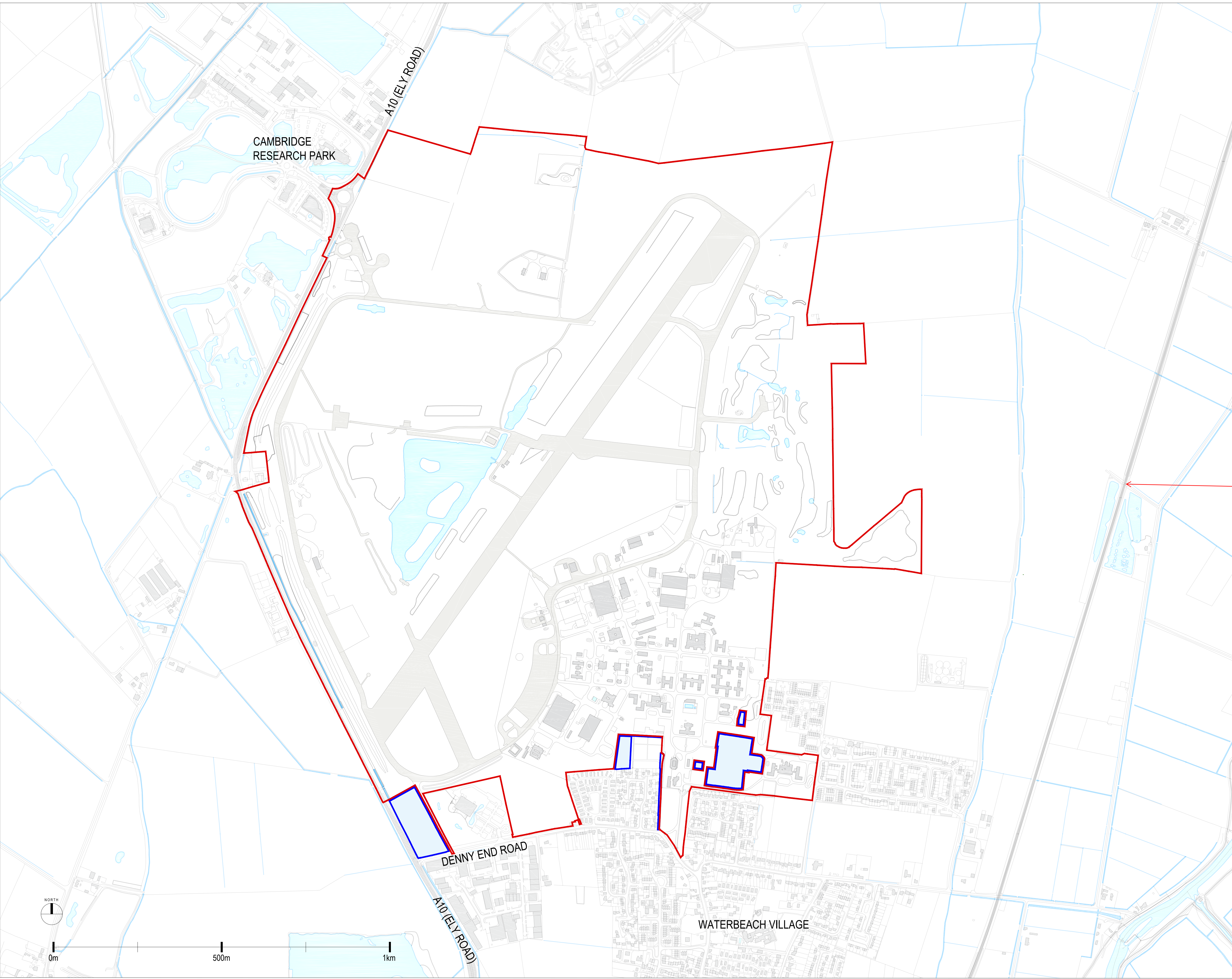
DRAWING NUMBER / REVISION  
1330 GA 010001 02

SCALE  
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DATE / DRAWN BY / CHECKED BY  
170201 DB / JK

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KEY:

Application site boundary

01	Drawing created	DB	JK	170201
00	Drawing created	DB	JK	161129
REV	DESCRIPTION	BY	CHK	DATE

ILLUSTRATIVE ONLY

Secretary of State for Defence  
Urban&Civic

Waterbeach  
Barracks and Airfield:  
Illustrative Masterplan

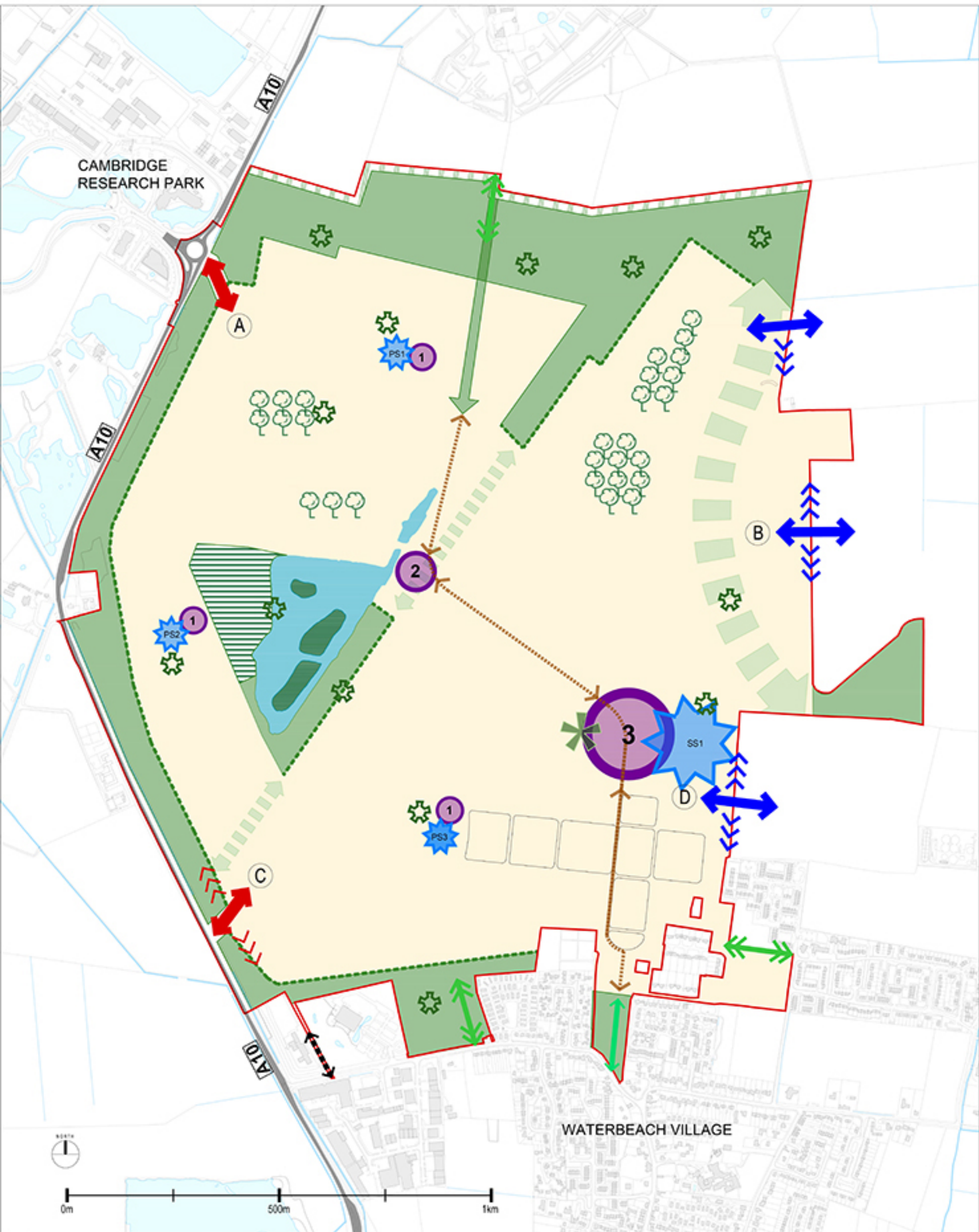
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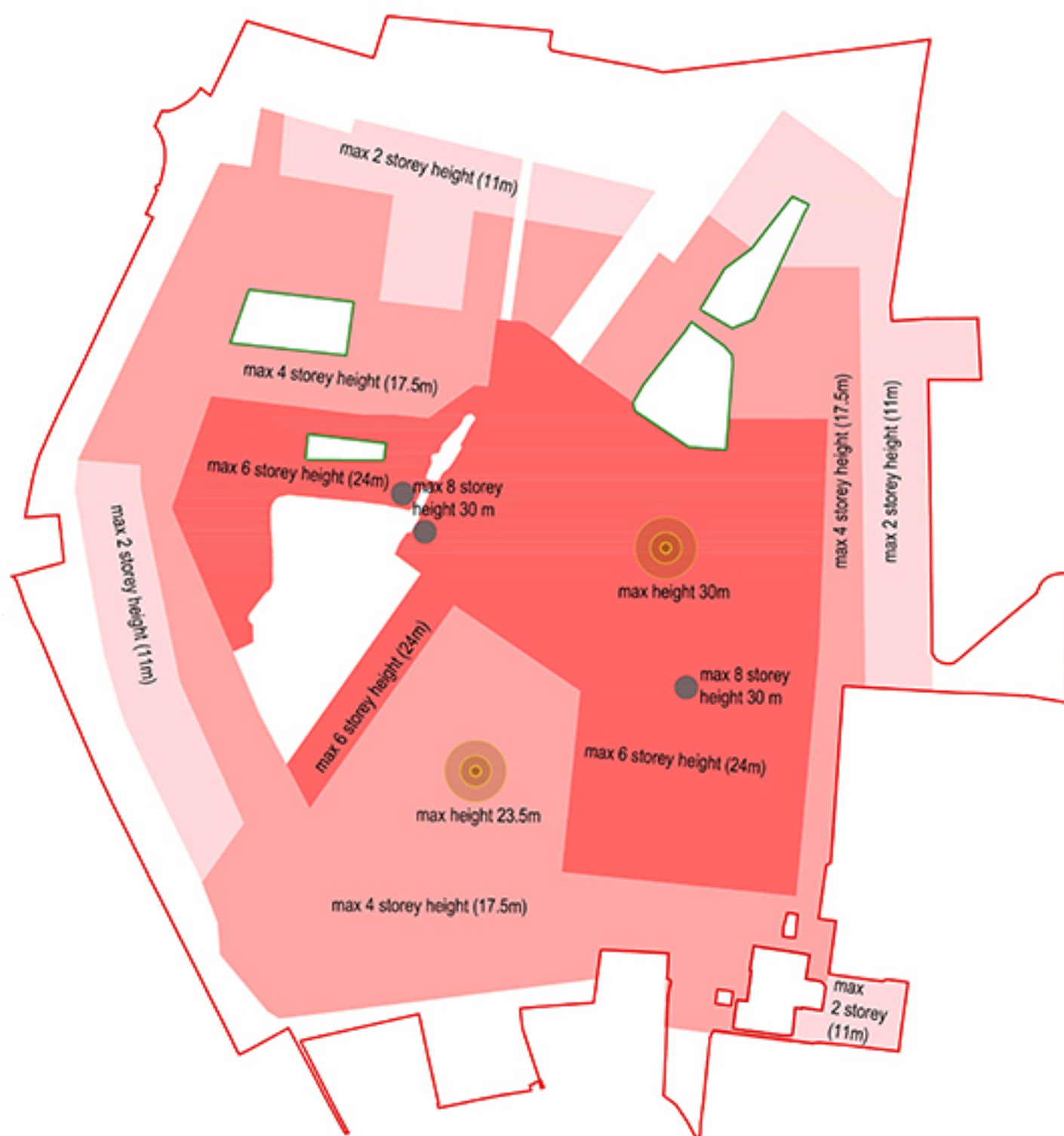
DATE / DRAWN BY / CHECKED BY  
170201 DB / JK

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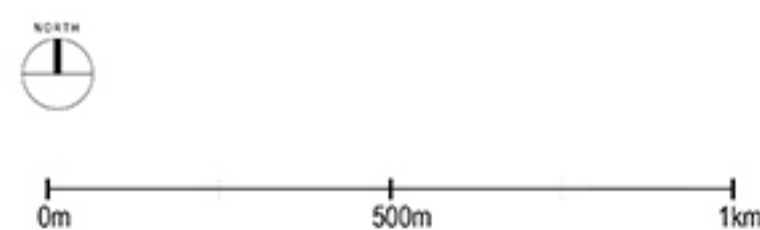
## MAXIMUM HEIGHTS PARAMETER PLAN



### Maximum heights to ridge level

- Low : maximum 2 storey height (11m)
- Medium : maximum 4 storey height (17.5m)
- High: maximum 6 storey height (24m)
- Area of exceptional height
- General location of energy centres
- Woodland block: Exact boundaries to be defined (no built development)

All heights shown are finished floor level to building ridge height.  
Finished floor levels may vary from existing ground levels AOD  
by up to 1.5m (+ or -)



### NOTES

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### KEY:

- Application site boundary

### Development Area

- Residential/ mixed use built development

### Landscape and open space

- Retained water body with woodland islands
- Strategic open space
- Permeable tree belt
- Woodland blocks to be retained
- Flexible boundary of open space
- Low density development in woodland setting
- Biodiversity link
- Town park/ square
- Formal open space (including sport and play)

### Community/ civic uses

- Primary schools
- Secondary school
- Centres
  - Neighbourhood focus, meeting local needs only
  - Retail/ leisure focus
  - Principal centre: retail and civic focus

### Access and transport

- Principal vehicular access from A10
- Area of flexibility for southern access to A10
- Principal connection points to the east (for future development)
- Reasonable direct route between A & B
- Reasonable direct route between D & C
- Locally managed access (pedestrian and public transport priority)
- Pedestrian and/or cycle access only
- Construction traffic/ public transport access
- Retained causeway alignment (upgraded as necessary)
- Reinstated 'causeway' link (variable character and function)
- Retained grid street pattern (upgraded as necessary)