

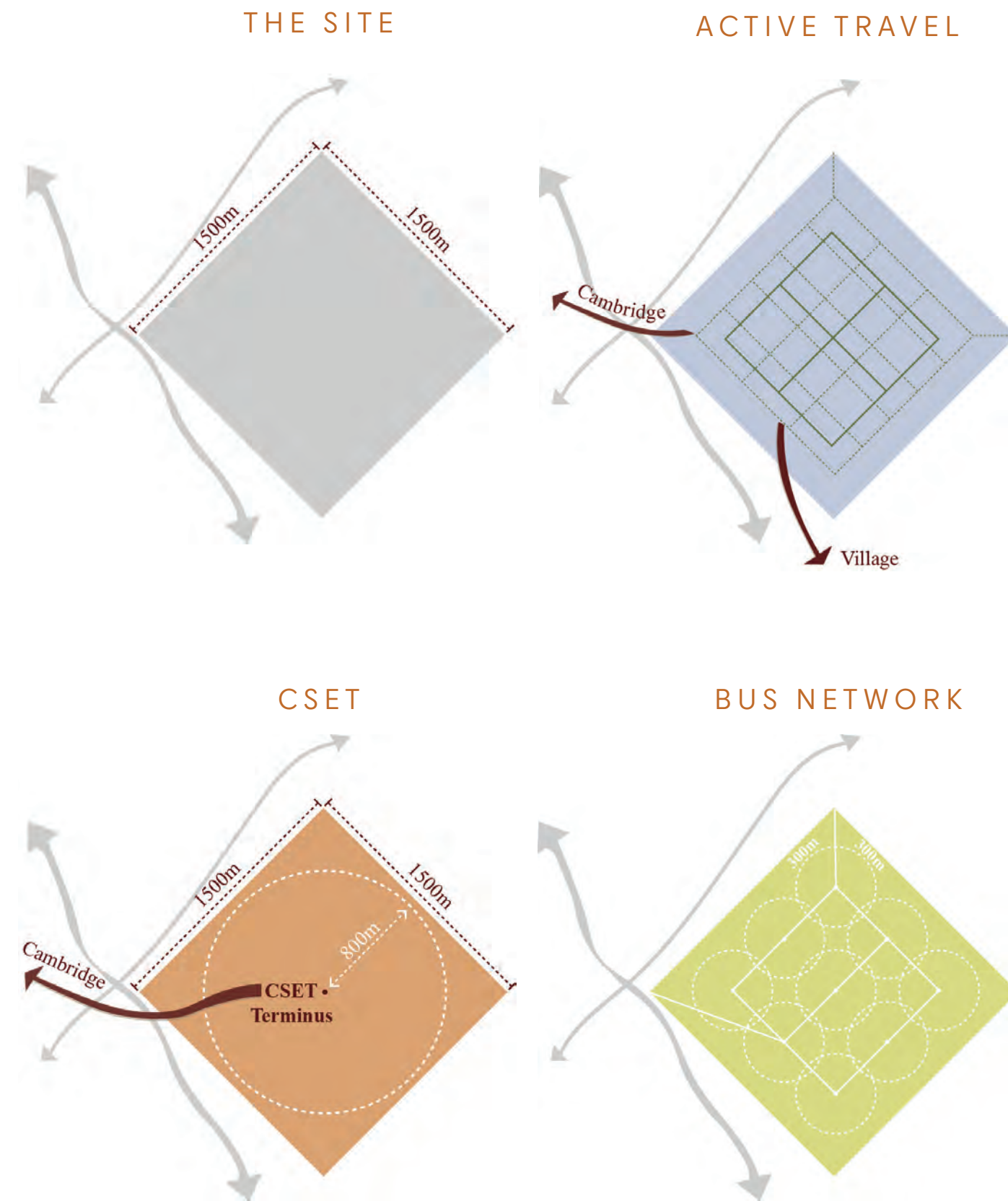
Place Principles

G. A NETWORK FOR EVERYDAY JOURNEYS

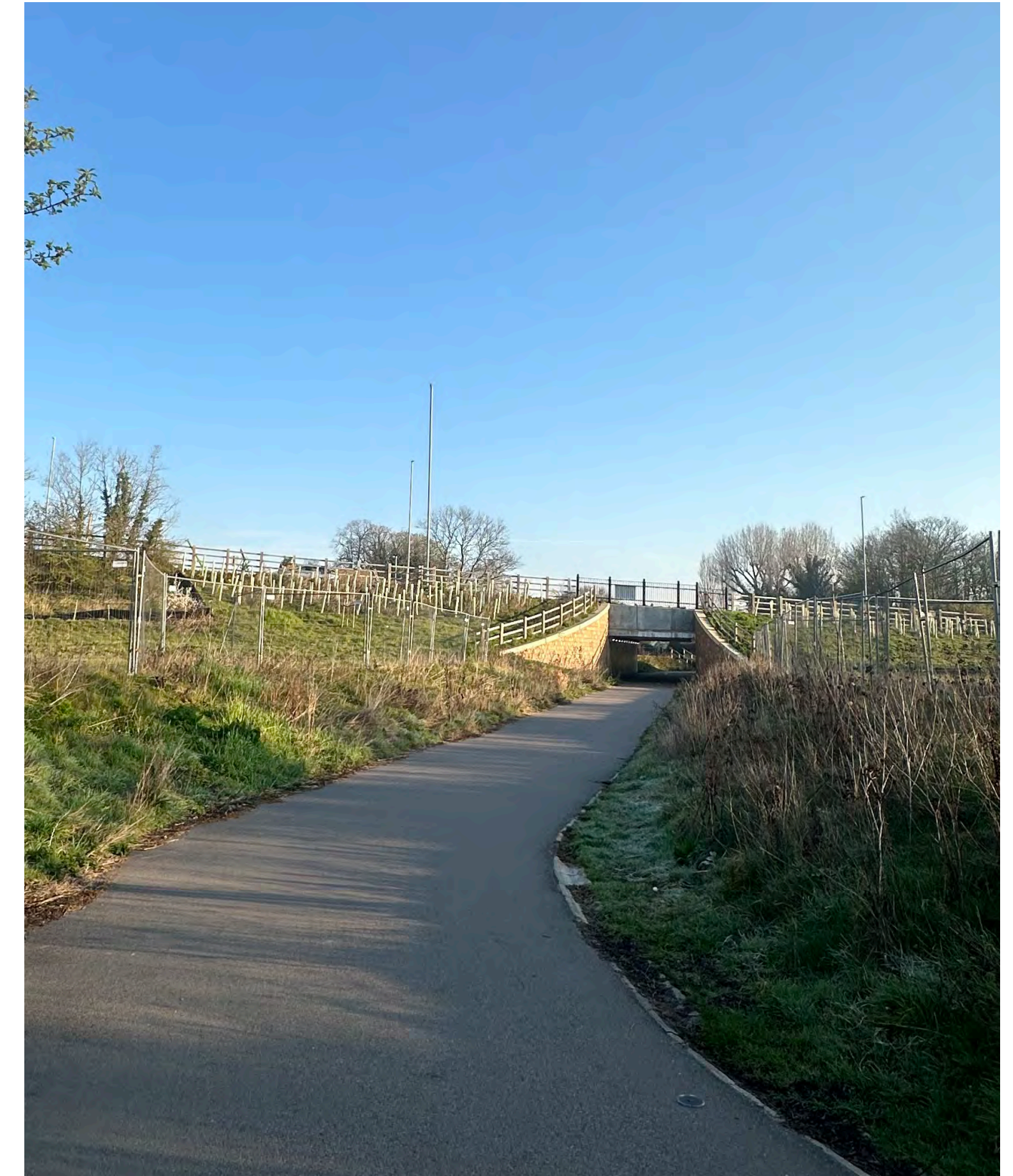
The new settlement fully embraces the opportunities created by the Cambridge South East Transport (CSET) scheme, recognising its potential to deliver a highly sustainable movement network for future residents.

To the south west, the CSET scheme will deliver a new dedicated active travel route to Cambridge via local villages. Grange Farm will build on this connection and extend walking/wheeling/cycle routes throughout the masterplan area with a dedicated underpass to give uninterrupted active travel connections under the A1307 and onwards to a range of active travel corridors, and the CSET Travel Hub,

This route has been designed to connect straight into the heart of the first of three interconnected neighbourhoods within the settlement, reinforcing active travel as the primary mode of movement and supporting the creation of a healthy, well connected and future focused community.



ACTIVE TRAVEL UNDERPASS

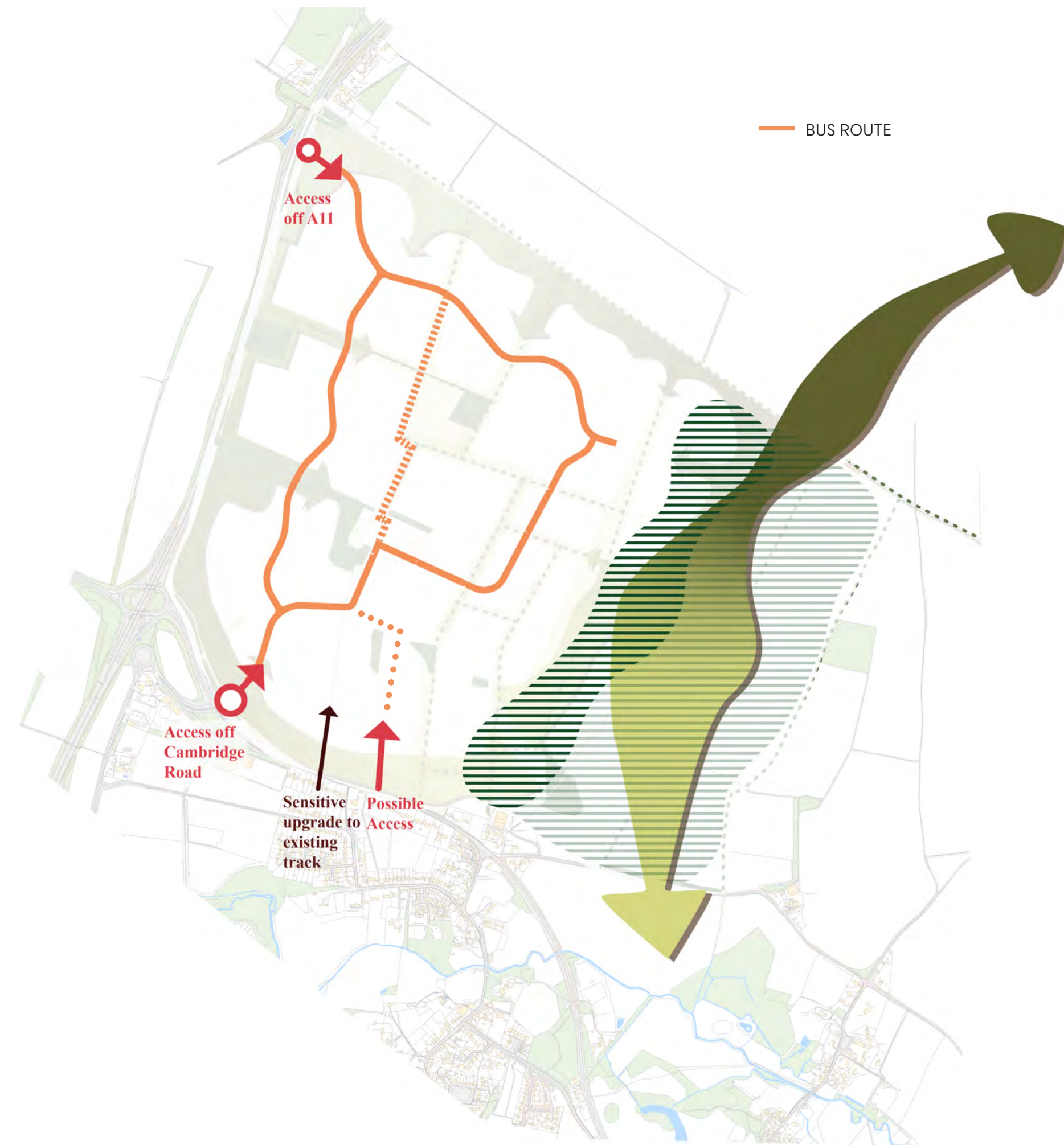


Place Principles

H. STREETS THAT SUPPORT, NOT DOMINATE

The new settlement is designed to integrate seamlessly with its surroundings, supported by two carefully considered vehicular access points. The first is proposed to the north, connecting to the A11 along the site's western edge to serve southbound traffic. The second lies to the south, taken from A1307 Cambridge Road to provide an additional point of entry and ensure a balanced distribution of movements across the network. Both access locations have been selected following early stage highways review of junction design, capacity and permeability - to secure appropriate sightlines, separation distances, and safe conditions for vehicles, pedestrians and cyclists.

Together, these two access points create the foundation for a coherent and legible street network throughout the site, enabling intuitive navigation, improved permeability, and efficient movement patterns. This structure has also been designed to accommodate a bus route, supporting sustainable transport choices and facilitating movement by vehicles, but not making car the automatic choice within the site.



Place Principles

I. FIVE-MINUTE NEIGHBOURHOODS

The compact form of Grange Farm creates the foundation for a distinctly walkable place, where everyday movement is designed to be simple, direct and comfortable. A centrally located village centre sits within an 800m walk, cycle or scoot of all homes, ensuring that higher order needs can be met without reliance on the car.

Across the settlement, neighbourhoods are structured around 5 minute walk zones, so that daily destinations feel close at hand and naturally connected. Primary schools act as the anchors for each neighbourhood, positioned so that children and families can reach them easily on foot or by bike, reinforcing active travel as the natural choice.

This walkable framework is supported by a permeable network of streets, paths and green corridors that prioritise people over vehicles, giving Grange Farm a settlement structure that is intuitive, accessible and deeply supportive of healthy, low carbon lifestyles.



Place Principles

J. EVERYDAY LIFE CLOSE AT HAND

Each neighbourhood is designed to accommodate a balanced mix of uses that support day to day living, with primary schools, local shops, community spaces and small scale employment opportunities woven into the heart of residential areas. This ensures that residents' daily needs - whether buying essentials, accessing childcare, meeting neighbours or working flexibly - can be fulfilled within a short walk of home.

At the wider scale, the village centre brings together the broader range of amenities typically associated with a thriving high street, creating a vibrant core where higher order services can be accessed without making longer trips. By concentrating complementary uses where they are most needed, the masterplan reduces the need to travel elsewhere while supporting a lively, resilient community life.

A primary road network designed for bus access connects neighbourhoods to the village centre, ensuring reliable public transport and reinforcing a transit ready settlement pattern. Together this layered mix of uses including local, walkable neighbourhood centres and a well served village core, supports a self sufficient, sociable and sustainable everyday life at Grange Farm.



Place Principles

K. SCHOOLS AS ANCHORS OF VILLAGE LIFE

The current assumed requirements for school provision have been calculated using the standard calculator provided by Cambridgeshire County Council.

Whilst the precise quantum of development is to be determined a central case of approximately 5,000 homes has been assumed in order to derive likely school requirements. This assumes that there is no capacity in existing local schools, which will need to be reviewed and tested as development comes forward.

This gives rise to a requirement as follows:

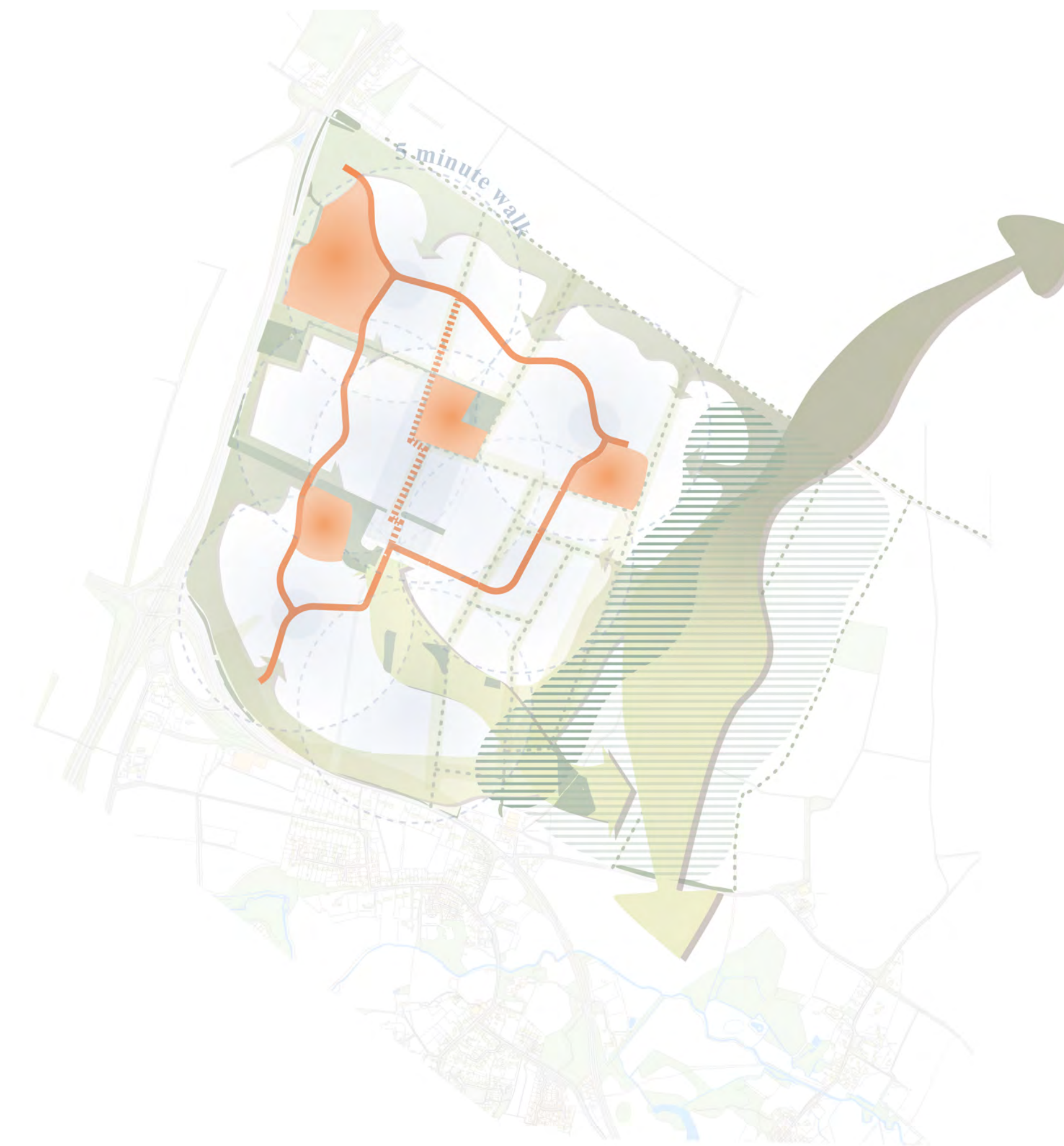
Primary school provision:

2 no. 3 Form Entry (3FE) and 1 No. 4 Form Entry (4FE) Primary School. An overall land take of around 10 hectares based on Cambridgeshire County Council requirements.

Secondary School Provision:

Either an 8 Form Entry (8FE) or 9 Form Entry (9FE) Secondary School, with a land take of 10.2 to 11.3 hectares.

The phasing of school delivery would also need to be carefully considered to ensure they are delivered in a timely manner in line with housing delivery.



Place Principles

L. A PLACE OF DISTINCT AND CHARACTERFUL RESPONSES

The character of the proposals is shaped fundamentally by the site's landscape setting and, in particular, its highly varied edge conditions, each of which informs a distinct design response.

Along the northern edge, the masterplan carefully addresses the sensitivities surrounding the Roman Road, ensuring development is set back appropriately and the historic linear feature is respected. To the east, the design responds to the site's pronounced topography and the transition toward open parkland and farmland, creating a softer, more expansive edge that merges naturally into the wider rural setting. To the south, development takes cues from the form and massing of Little Abington, stepping down in scale and providing a respectful interface with the existing village. On the western edge, the proposals acknowledge the harsher conditions of the A11 corridor, incorporating landscape and noise mitigation measures to create a more comfortable and sheltered environment for future residents.

At the heart of the settlement, the central village core encapsulates and revitalises the existing farmstead buildings, transforming them into a focal point for community life. This core will accommodate the primary mixed use offer and support a denser built form and varied typologies appropriate to a vibrant village centre, while ensuring the heritage and rural character embedded in the farmstead continues to anchor the identity of the new community.



Five Emerging Masterplan Framework

Illustrative Masterplan Framework

Place Ingredients

Grange Farm Community Farm

Grange Farm Community Building

Contour Overlay

Movement Overlay

Bus Catchment Overlay

Pedestrian Movement Overlay

Transitioning Character

Neighbourhood Transect

Place Transect E-W

Place Transect N-S

The following analysis is not a design proposition. The work has been developed to show how the Place Vision and Place Principles could be assimilated into an illustrative masterplan framework, and to give a flavour of what the Grange Farm new settlement might consist of. This is just one interpretation of the site constraints and opportunities, place context, and ambitions for the project. The landowners' are committed to positive and proactive community engagement and therefore this should be seen as illustrative only (to inform the Local Plan). The proposals will be developed through a process of co-design with communities and other interested stakeholders.

Illustrative Masterplan

- 1 The green embrace
- 2 Woodland pockets
- 3 Landscape corridors
- 4 Agricultural Edge park
- 5 Neighbourhood green
- 6 Playing fields
- 7 Drainage basins
- 8 Tree belt to active farmland
- 9 Link to CSET hub
- 10 Active Travel Underpass
- 11 Roman Road
- 12 Bus route
- 13 Cycle / walking routes
- 14 Access from A11
- 15 Access from Cambridge Road
- 16 Primary school
- 17 Secondary school
- 18 Neighbourhood centre
- 19 Village core
- 20 Retained farmstead buildings
- 21 Little Abington



Emerging Masterplan Framework

The emerging masterplan framework for the new settlement is shaped by a detailed understanding of the site's existing landscape features and the opportunities they provide to inform a sensitive, varied and forward looking landscape strategy.

This ensures the proposals remain genuinely landscape- and nature-led, with green infrastructure guiding the structure, character and form of the emerging place. The framework is organised around three interconnected neighbourhoods arranged around a vibrant compact core, creating a clear, walkable settlement pattern rooted in its landscape context and designed to reduce reliance on private car use.

The evolving character of the settlement responds to both the immediate and wider context, proposing an urban form, grain and density that balance efficient use of land and housing need with heritage, landscape and contextual sensitivity. This approach ensures the creation of healthy, attractive and enduring places to live, firmly grounded in a landscape-led vision.

Place Ingredients

Mixed-Use Offer (Core & Neighbourhood Centres)

Each neighbourhood will support a range of local facilities, enabling residents to meet everyday needs within a short walk. It would be premature at this early stage to be prescriptive as to what these non-residential uses will be.

The mix should be informed by public consultation, detailed design, local and wider benchmarking and viability analysis. By way of illustration, each neighbourhood will typically include the following:

- Primary school and pre-school provision
- Outdoor sports provision – which could be tennis, padel, multi-use games pitch, etc.
- Outdoor play area
- Local convenience store
- A café
- Allotments
- A mix of other local ground floor retail provision contained within a small number of 100 + sqm units, arranged within a square or small-scale high street and with residential above.
- Locally based health provision including a surgery, or other businesses such as physiotherapy, podiatry, etc
- Some other locally-based employment spaces – these could be professional service companies occupying ground floor retail units or live/work units, or small-scale business units.
- A community hall or meeting room for local groups and classes

The compact core will provide the broader mix of uses associated with a thriving high street, including shops, services, community venues and small scale employment, creating a lively and sociable heart for the settlement.

It is envisaged that the first phase of development will begin in the south west corner, close to existing services and incorporating the first neighbourhood centre, helping establish a strong foundation for early community life.

All neighbourhoods and the compact centre will be connected via a primary road network designed for bus access, embedding public transport into the movement strategy from the outset. The masterplan framework also takes advantage of its proximity to the CSET mobility hub, allowing for a direct walking and cycling link from Phase One and supporting sustainable travel choices from day one.

Schools & Community Infrastructure

Each of the three neighbourhoods is designed to accommodate a school, ensuring families can access education within a short and safe walk from home. These school sites will be supported by a wider network of community infrastructure, including nurseries, local facilities, public open spaces, community growing areas and mobility hubs.

Community Farm

The landscape led structure of the settlement creates opportunities for a range of productive, community focused landscapes to be integrated into the masterplan framework. The community farm and associated growing areas (to be anchored by the landowners own organic and regenerative farm, Flourish) will play a central role within each neighbourhood, offering spaces for food growing, education, volunteering and seasonal events. These productive landscapes help root the new settlement in its agricultural context, foster community participation, and support a healthy, sustainable lifestyle from the outset.

Grange Farm Community Farm

The Grange Farm Community Farm will be a pioneering model of biodiversity and food production aiming to serve the community in 3 main areas. This will be anchored and supported by the family's award winning organic and regenerative farm, Flourish, which is located between the Abingtons and Linton, bringing to life the productive landscape on which Grange Farm will sit, a source of community engagement, learning and commitment to healthy living.

NOURISHMENT:

Thought the management of a professional team of growers, supported by volunteers, the space will be highly productive. The farm will produce a diverse offering including seasonal fruits, vegetables, herbs, salads, honey and eggs. Produce will be supplied to local small businesses and cafes, and will offer carbon neutral zero food mile produce boxes – for local residents. Poly tunnels and cold storage will allow the farm to supply the community with local produce year round.



EDUCATION:

The farm will be a living classroom to teach the local community about growing food, the importance of biodiversity, practical ecological growing methods, the benefits of eating clean fresh produce, and seasonality in our changing British climate. The Community farm will have a classroom and farm kitchen and offer a diverse range of guest lectures, cooking classes and integrated school programs to local residents and children alike and educate children of all ages in addition to community volunteering program and pick your own areas.



ENRICHMENT:

The farm will be certified organic through the Soil Association and the farm production methods will centre around biodiversity, soil health, water conservation and food security. Principles such as complex crop rotations, pollinator gardens, agroforestry, companion planting, animal integration and permaculture methods which will create not only a productive space, but one that offers beauty and a quiet refuge for the community.



Contour Overlay

This drawing shows how the illustrative arrangement of streets and parcels responds directly to the topography of the site. The western street weaves its way through the neighbourhood following the contour lines and the central street slowly climbs the hill as you move into the High Street with potential for a strategic green space (e.g. cricket pitch) at the heart of the community.

The steepest area is left undeveloped to provide a green corridor addressing sensitive views towards the site from the south.

The lowest areas of the site, to the west and south west are left undeveloped to allow generous green space for the inclusion of drainage basins.



Movement Overlay

The proposals include an extensive network of active travel routes, these run through the landscape around the outside of the settlement and through green corridors and along streets within the settlement. Cycle routes are typically off street and through landscape, creating more attractive and more direct routes for cyclists

The CSET route is from the south west directly into the heart of the settlement with a terminus at the southern end of the Compact Core and a travel hub on the edge of the settlement as you enter from the south west. It is assumed that active travel is prioritised through early delivery of the proposed underpass (coloured pink) to maximise the potential for early adoption of sustainable travel patterns.

- CYCLE/ACTIVE TRAVEL
- PEDESTRIAN
- CSET ACCESS
- LINTON GREENWAY
- PROPOSED UNDERPASS



Bus Catchment Overlay

This drawing shows the streets that would accommodate buses and indicative locations of bus stops (6 are shown). The circles represent a distance of 5 minutes walk to a bus stop, showing the network of bus routes and associated bus stops provide excellent bus access for all residents. The southeast extent of the new settlement can be served by an existing bus stop on the A1307.

- BUS ROUTE
- PROPOSED BUS STOP
- - 400M RADIUS
- EXISTING BUS STOP
- - 400M RADIUS



Pedestrian Movement Overlay

This drawing show an 800m radius circle (or 10 minutes walk) from the Village Core, this almost covers the entire extent of the settlement with only 2 small areas in the north west and north east falling beyond this 10 minute walk.

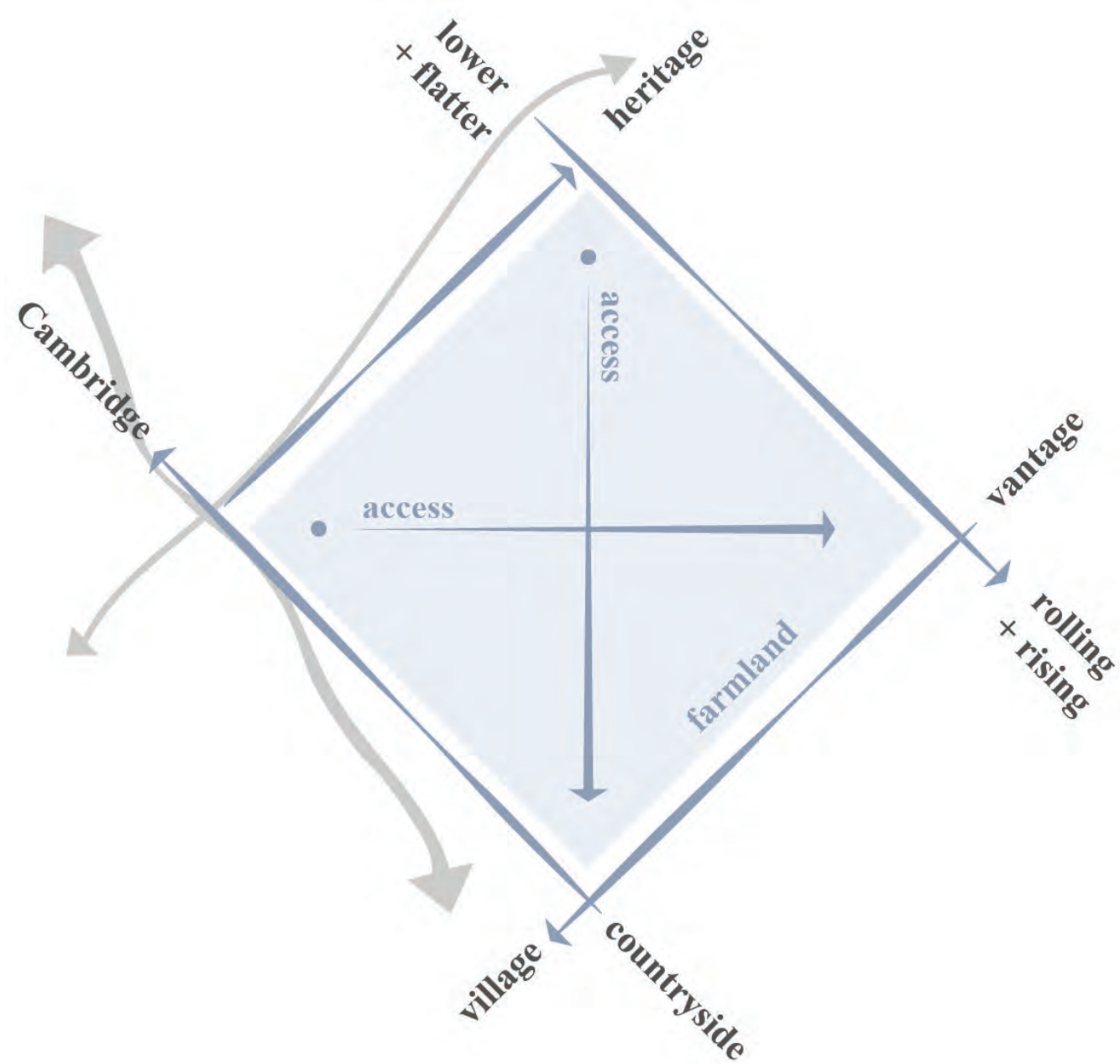
The smaller 400m circles (or 5 minutes walk) are shown centred on the three local centres. These 3 circles give good coverage outside of the village core.

This shows the hierarchy of mixed use areas, demonstrating facilities and mixed uses will be in easy reach of all homes and the need to travel outside of the settlement for daily needs will be minimised.

- - 400M RADIUS
- - 800M RADIUS



Transitioning Character



Neighbourhood Transect

The character of Grange Farm is proposed to change gradually across the site, responding directly to topography, heritage, and the sensitivities of its boundaries. This creates a settlement that feels naturally grown from its context, with each neighbourhood expressing a distinct yet complementary identity. This can be explained by the illustrative diagram opposite, and the text below, which should be read in conjunction with the East-West and North-South Place Transects overleaf. These are intended to explain how you might experience the new settlement as you move through it.

1. Compact Western Edge – A Protective Threshold

Along the western boundary, where the land is relatively level and the A11 forms a strong infrastructural edge, the built form becomes more compact and robust. Slightly larger and more continuous building frontages are positioned here to help buffer the rest of the settlement from noise and movement along the dual carriageway. This creates a protective outer layer, allowing internal streets and spaces to feel more sheltered and comfortable. As the transect moves eastwards, this compactness naturally transitions towards the settlement's mixed-use core.

2. Compact Core – The Heart of Village Life

At the centre of the settlement, density remains moderate but the character shifts to become finer-grained and more walkable. Here, narrower streets, active ground-floor uses, and a traditional village block structure establish a lively and sociable hub. This is the settlement's main centre of daily life; the place where shops, community uses, and small-scale employment cluster to create a recognisable civic heart. Its form echoes the compactness of traditional Cambridgeshire villages, reinforcing walkability and fostering a strong sense of place.

3. Northern Neighbourhood – A Soft Edge to the Roman Road

To the north, the presence of the Roman Road Scheduled Ancient Monument and its open setting calls for a more sensitive and landscape-led response. Here, the built form becomes looser and more organic, with a lower density and softer grain that blends into the open landscape. This creates a respectful, spacious interface that protects key views, strengthens ecological corridors, and expresses a more rural character aligned with the site's heritage context.

4. Eastern Fringe – Opening to the Parkland

The eastern side of the settlement sits on visibly sloping ground, where topography and views to the wider countryside become defining design influences. Development here steps down in scale and becomes more open, allowing homes to orient towards the parkland and farmland that form the settlement's rural backdrop. This creates a gentle, outward-looking fringe that stitches the settlement into its landscape, while maintaining a legible transition from settlement to countryside.

5. South-East Interface – A Sensitive Transition to Abington

Along the southern and south-eastern edges, the settlement responds carefully to its proximity to Little Abington, the conservation area, and established settlement patterns. Here, building heights, densities, and forms are moderated to create a deliberate and respectful transition, ensuring the new settlement sits comfortably alongside the existing community. This edge adopts a more delicate, landscape-integrated character, reinforcing continuity rather than contrast.

Neighbourhood Transect – A Landscape-Led Tapestry

Together, these character areas create a settlement that is nuanced, context-led, and deeply rooted in its surroundings. The shifting grain - from compact west and centre to looser north, east, and south-east - ensures the new settlement feels authentically placed, strongly connected to its history, and shaped by the landscape that defines Grange Farm.

Place Transect E-W

Moving east–west, the settlement transitions from a compact, protective edge addressing the A11 into the lively mixed-use core, defined by its walkable high street and strategic green corridor. Beyond this, neighbourhoods loosen in grain as they approach the parkland and rising ridgeline, creating an outward-looking fringe that responds to wider landscapes and nearby villages such as Hildersham.



Place Transect N-S

Travelling north–south reveals how green corridors, buffers, and open spaces break up wider views and embed the settlement sensitively within its setting of villages and heritage assets. The form shifts from low-density, landscape-focused edges to more compact, walkable neighbourhoods at its centre, ensuring a gentle, responsive transition between rural margins and the settlement’s communal heart.



Six

Delivery Approach

Approach

Case Studies

Delivery Mechanisms

Ensuring Quality

Housing Trajectory

The Estate will lead the delivery of Grange Farm as master developer, with control over planning and delivery of infrastructure, housing, commercial units, open space and community facilities.

The Estate is committed to leading the delivery of the new settlement for the duration of the project and has put in place a project team and development model which will ensure that its vision is realized.

The Estate will not build directly but will appoint housebuilders on a phased approach to build the new settlement, using contractual arrangements which ensure design and build quality is controlled and maintained across the new settlements. These will include conditions built into the planning permission for phases and sub-phases, and a Design Code for the whole settlement which will dictate design standards.

Once the site is allocated in the adopted Local Plan, we will move towards the delivery of the first phase of the project. This will involve the submission of an outline planning application for the project as a whole, plus a detailed planning application for Phase 1 (commonly referred to as a hybrid application). This will be underpinned by a detailed Design Code, detailed and designed by the Estate and its team, and we will then fund and take responsibility for putting in the required infrastructure.

There will be capacity in the first phase for up to three housebuilders each with a land allocation of 100-150 units, plus a partner to provide the affordable homes. The intention will be to form a partnership with a small number of affordable housing partners who will take on the role of providing this mixed housing tenure type across the entire scheme. This is consistent with the approach taken across other landowner-legacy schemes of this nature, and is welcomed by the affordable provider as it gives a certainty of delivery over the long term.

We will seek to appoint local small and medium-sized (SME) housebuilders with a track record of delivering housing of the quality we require. Any building partners would be chosen on the basis of a detailed design or planning permission that will accord with the necessary Codes, and will include delivery of the mixed uses, such as the retail and commercial units in the first neighbourhood as well as the community uses. Each of these housebuilders will work in partnership to with affordable housing partners, who will then take on the completed affordable provision when completed. The design code will ensure the affordable is embedded within the market housing on a 'tenure-blind' basis. Following appointment of suitable housebuilders, our expectation is that continued and steady development will then take place. This model is tried and tested at other landowner-led schemes in the UK including Tornagrain and Chapelton in Scotland, Nansledan, Welborne and Poundbury in England. This approach gives the Estate the confidence to proceed without reliance on the national housebuilder marketplace for delivery, with the certainty of delivery of the affordable housing appropriately dispersed across each phase, and with consequential benefits in terms of place making and ongoing stewardship of the project.



Tornagrain



Chapelton

Case Studies

Tornagrain

Outline planning permission in place for 4,960 homes arranged across 4 neighbourhood centres, and a central high street. The first neighbourhood centre comprising around 400 units and delivered by 3 SME builders is close to completion, and includes a primary school, nursery school, convenience store, pharmacy, café, 5 other retail units, a community meeting room, allotments, tennis courts and a community orchard.

Chapelton

Outline planning permission for over 5,000 homes arranged across 4 neighbourhood centres and a central settlement centre. The first neighbourhood is largely complete, with 4 SME builders having delivered 520 units and 94 elderly living units. In addition to the housing, the development already provides several retail units, the community 'box park' comprising housing 10 different retail/commercial businesses, a café, community hall, allotments and adventure play park. Geddes Square is under construction which will provide a further 12 mixed use units and the settlement's first food and convenience store.

Welborne

Outline planning permission for 6,000 units arranged around 5 neighbourhood centres and a single, district centre. Construction of the first phase now underway working with 3 SME builders and with the landowner building out the first neighbourhood centre. When complete, this will provide up to 700 new homes, various retail/commercial units, a pub, cafes, GP surgery, pharmacy, primary school and access to a network of footpaths and cycleways linking to wider woodland areas.



Delivery Mechanisms

The following arrangements will ensure that high quality design, construction and stewardship is maintained during this period, and into the future.

1. Stakeholder governance and collaboration

The Estate will act as the overarching responsible place-maker for the entire life of the project, and is committed to ensuring that its vision for Grange Farm is managed and sustained over the long term. Stakeholder collaboration and governance is essential to this commitment. A governance structure that enables the Estate, the Council and other important stakeholders a voice as key participants in the delivery of the scheme is the most desirable approach here.

During the delivery phase, working groups will be established, to provide regular progress updates and input into the delivery of the new settlement. These might include:

- A group comprising the Estate, the Council and local community which will monitor planning applications, the process of delivery on site, and occupation of dwellings as they are completed.
- A further project group, formed of the Estate, housebuilders and other contractors, to ensure control over the quality of construction.
- Other topic-based Steering Groups, formed from time to time to deal with matters such as education, transport, and parks and open space, for example.



2. Stewardship

The Estate will set up an Estate and Community stewardship body to manage many aspects of the new settlement over the long term. It will have a clear mandate to promote sustainable lifestyles, support the growth of the local economy, and nurture community development. Established early in the development process, this group will provide focus for the new community and will be directly accountable to residents and businesses on site.

It is likely that homeowners will pay a service charge to fund the maintenance and upkeep of green spaces and facilities in the settlement, with the proceeds to be invested directly in the new settlement. There is no 'one size fits all' approach to the upkeep of shared amenities, and the Estate will explore options for the most appropriate legal and governance structure for the administration of maintenance and upkeep of the new settlement in consultation with stakeholders including the Estate and Community stewardship body and residents of the new community. It is intended that this is not-for-profit to ensure service charges remain affordable to all residents.

3. Design coding and architectural control

Design coding will be one of the most important tools to ensure the realisation of the Estate's ambition. Prescriptive Design Codes will be used to ensure that each phase is built to the required quality and consistency, providing a framework and set of rules to ensure that the new settlement is developed in accordance with the agreed vision set by the Estate. The design codes will also give certainty to the local planning authority and community as to the nature of the new settlement. Providing a clear set of design requirements that all developers must adhere to, the design codes will control both how the buildings are initially built and thereafter any future changes or alterations which may be proposed. The Estate will ensure that the design codes are enforced during the lifetime of the project (for example through covenants on the properties)

The design code will set out the following conventions:

- A well-proportioned mix of uses.
- That homes, workplaces, shops and neighbourhood buildings are all in close proximity, with focal points for neighbourhood and community assets.
- A matrix of interconnected streets which serves pedestrians, cyclists and vehicles equally. The network will promote walking by offering the possibility of multiple, direct and safe routes to all destinations.
- Clearly defined public transport routes which are positioned along the most active, integrated streets, within a reasonable walking distance of the majority of homes and workplaces.
- A range of uses, densities and character areas which are defined and positioned to ensure each phase is self-sustaining and mixed use.
- Physically defined squares, greens and landscape assets to provide places for informal activity and recreation.
- A requirement that essential and unique landscape features and qualities are preserved and enhanced via placemaking initiatives.
- Contemporary architecture inspired by the local vernacular including:
 - Typical street design;
 - Treatment of public spaces and play areas;
 - Treatment of key views and non-residential buildings; and
 - A palette of materials drawing reference from the local area.

The objective of a design code is not to dictate detailed architectural style. It will not impose such a level of prescriptiveness to the new settlement. Rather, by establishing a framework that the Master Developer and housebuilders must adhere to, the code will bring confidence and clarity to all parties involved. This certainty, in turn, can quicken the pace of development. It is essential that the code enables a balance between ensuring appropriate delivery of the vision and some flexibility for architectural variety and excellence at the individual building level.

4. Village Architect

The Estate will appoint a ‘Village Architect’ as part of the retained project team, which will review proposals for residential, commercial and public realm schemes. Their remit will be to focus on the most sensitive areas of the masterplan. Their role would be to monitor planning, design and construction throughout the lifetime of the project by, for example, approving housebuilders’ working drawings.

5. Land sales

One of the most effective ways in which to ensure quality and consistency is through control of how land is released for development. During the life of the new settlement, the Estate will deliver serviced land parcels that will be brought to the open market and offered to selected housebuilders for development.

The overriding objective behind the Estate’s approach to land sales, whether residential or non-residential, is to deliver a high-quality environment. This is key to its role as Master Developer. Its strategy to achieve this is predicated upon four principles:

- Phased land release;
- Investing in enabling physical and social infrastructure;
- A mix of housebuilders, with a focus on local high quality builders; and
- Control of design and safeguarding of the original vision through the hierarchy of design codes.

6. Phased Land Release

The Estate will release land for development in programmed phases, which will help with the coherent and efficient provision of infrastructure. Phased land release is a flexible approach which can be used to alter the rate of development in response to economic or market factors at any given time. Moreover, it is a means of safeguarding the built output of the housebuilders; they will only secure future phases if they adhere to the masterplan and vision on past phases. All partners are thus aligned to create a beautiful, high-quality place.

The delivery of the neighbourhoods will be timed to tread a careful balance between pragmatism and placemaking. The distribution of the phases will minimise competition between housebuilders working simultaneously on adjacent plots with the same product, yet not at the expense of delivering the physical and civic infrastructure necessary for a sustainable community.

7. Mix of Housebuilders

The Estate’s land sale strategy will seek to encourage offers from the full spectrum of housebuilders to deliver housing over the duration of the build. The approach to this will be nuanced. The Estate plans to work with regional and local SME builders, to achieve a balance between speed of delivery and flexibility in business model that is necessary for a bespoke place of this nature. Emphasis will be placed on small-to-medium housebuilders, which will be allotted the most prominent parcels – including key buildings in the settlement centre and other landmark or civic buildings. The more individualised approach of SMEs will ensure that key areas have a heightened architectural status and quality, supported by the appointment of the Village Architect.

This multi-layered approach will ensure that the new community will stand in contrast to the homogeneity of many volume-build sites. This is fundamental to its placemaking agenda, but it will also have a positive impact upon the project’s pace and, therefore, community creation. The diversity creates a context in which multiple housebuilders can work on site at any one time, offering different types of homes, at different price points, with different tenures.

Ensuring Quality

The Estate is committed to selling the land for each phase in a way that it retains control over the quality of development. It will do this in several ways: via direct participation in the detailed design process, including if appropriate, securing the detailed planning permissions for the early phases; through the land transfer process and obligations to adhere to the relevant design codes; and through the oversight of the Village Architect.

In the first instance, land will not be released unless the Estate is confident that housebuilders can achieve the standards and quality as set out in the design coding documentation. In the second instance, its land sale strategy sets in place mechanisms that prevent housebuilders from deviating from the overarching vision for the new settlement. On the basis that the land will have the benefit of planning permission, serviced residential parcels will be brought forward for sale by one of the following routes:

1. Parcels are sold subject to reserved matters approval. (Preferred approach as it requires housebuilders to submit design proposals alongside their financial offer.)
2. Parcels are sold accompanied with reserved matters approval. (Reserved matters applications will need to adhere to the Design Code and will not proceed unless approved by the Estate.)
3. Parcels are sold with build licences or building leases, with land ownership not changing until the unit is completed. (Compliance with the Design Codes would form part of the licences. This model is particularly valuable for design-critical elements of the scheme.)

The aim is to ensure any uncertainties or debatable issues will be designed out alongside the housebuilder selection process. By ensuring that the housebuilders are aware of, and comfortable with, the bespoke route that the Estate is pursuing from the outset, the process will be rendered quicker and more straightforward, and the placemaking objectives will be secured. In selecting housebuilder partners, the choice will be informed by the most appropriate party for the specific area being brought forward for development (noting its preference for SMEs for prominent parcels).

The development of non-residential components will also be subject to the same quality-control mechanisms. In key areas, such as the settlement centre, the Estate wishes to explore the potential to build and own the non-residential elements itself to ensure they are delivered to the right standards at the right time.

Lastly, the Village Architect will provide an additional measure of quality control in monitoring and regulating the built output as each phase of the scheme is completed.

Housing Trajectory

As the aspiration is to work with multiple, SME builders, to safeguard quality, the speed of housing delivery will most likely be lower than where the site is being built out by larger, national housebuilders.

A sensible assumed build rate is considered to be around 170 dwellings per annum in the early years, which will enable the delivery of around 2,500 homes over the life of the Greater Cambridge Development Plan to 2045. This rate of delivery could increase to 200+ over the longer term, subject to market conditions, and on the basis that the opportunity arises to work simultaneously on different neighbourhood centres following delivery of the first phase of the scheme. This is approach is comparable to delivery rates achieved on other similar landowner-led sites.

Seven

Conclusions and Next Steps

Conclusions and Next Steps

As landowners and promoters, the Pampisford Estate are committed to ensuring: Long term, Estate led delivery of Grange Farm as master developer - ensuring continuity, control and stewardship from planning through to completion.

Great care has been taken to undertake a considered analysis of the site constraints and opportunities and to imagine a new settlement at Grange Farm appropriate for its context, and technically deliverable in all respects.

This document sets out the ambition for the project in a clear, structured way, and illustrates how we will seek to address what we understand to be the priority issues and concerns arising from the Local Plan consultation.

In order to reinforce what is stated in Chapters 4 and 5, the Pampisford Estate as landowner, and master developer is committed to:

- High quality placemaking guaranteed through a clear delivery structure including robust design codes, architectural oversight and strict quality controls for all development partners.
- A phased, infrastructure first approach, with the Estate funding and delivering enabling works, and preparing serviced land parcels for development.
- A diverse mix of housebuilders, with a strong emphasis on local SMEs to deliver distinctive architecture, key civic buildings and a varied neighbourhood character.
- Strong governance and collaboration, including structured working groups with the Council, community, infrastructure partners and housebuilders to guide delivery and maintain standards.
- A dedicated long term stewardship model, supported by an Estate and Community body that will manage public spaces, foster sustainable living, and strengthen community life.
- Design excellence embedded throughout, supported by a settlement-wide Design Code and the appointment of a Village Architect to oversee design, planning and construction quality.
- Controlled land release to safeguard quality, using mechanisms such as reserved matters approvals, design led sale conditions, and (where appropriate) build licences to ensure faithful delivery of the masterplan vision.
- Commitment to delivering community infrastructure and mixed uses early, including retail, commercial spaces and community facilities within the first phases of development.

We recognise that there are a range of detailed matters to be worked through and are committed to open and transparent joint working with the Local Authorities, infrastructure providers, local politicians, the community and other interest groups.



Appendix A

Masterplan Layers

Proposed Allocation Boundary

Indicative Land Budget

Landscape Strategy

Movement & Place Vision

Ecology Strategy

Integrated Water Resource Management Strategy

SuDS & Drainage

Energy & Carbon

Utilities & Electricity

Sustainable Waste Management

Proposed Allocation Boundary

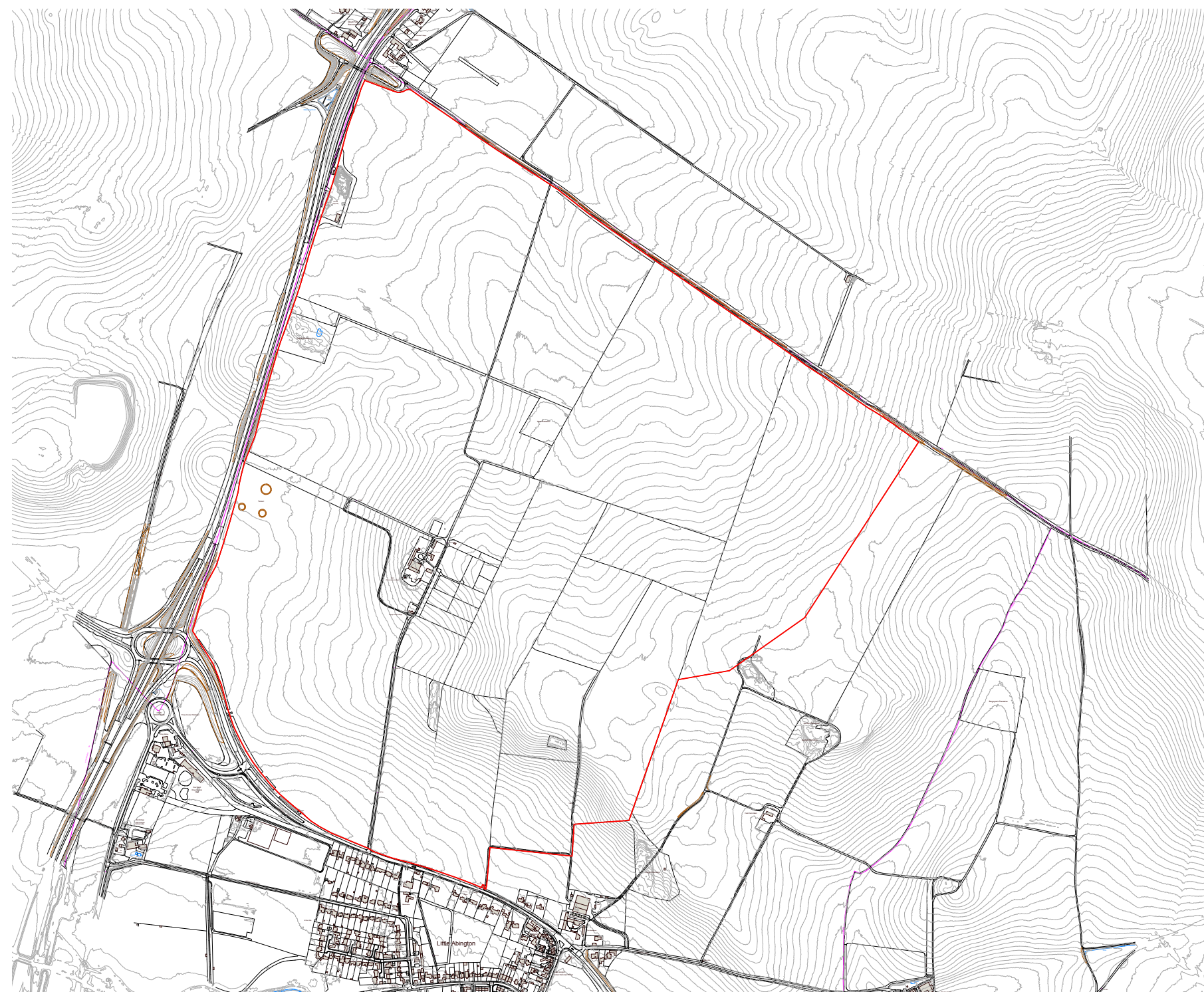
The Draft Greater Cambridge Local Plan (Regulation 18) Consultation, proposes the allocation of the land at Grange Farm for a sustainable new settlement. In doing so, the proposed allocation at Policy S/GF, identifies the site as having the potential for a thriving and sustainable new community, at the heart of the southern cluster. The work indicates a proposed development boundary along with a Strategic Enhancement Area, which essentially creates a green buffer around the new settlement.

The capacity of the site is suggested at limb 7. f. as being approximately 6,000 homes, with a range of supporting employment, education, retail and community uses, as part of a self-contained new settlement.

The purpose of the work set out in this document is to test robustly the site capacity having regard to a range of technical considerations across a range of topics.

The proposed redline of the allocation is presented in the diagram opposite. This has been derived through the detailed technical work as set out in earlier chapters of this document.

This shows the maximum extent of the scheme redline (development area), recognising that further work is required to determine precisely the extent of development, and the approach to edge treatments in all directions.



Indicative Land Budget

Redline	274Ha
Net Developable Area Ha	161.90

Land Use	Item	Area Ha
Residential		122.00
Education	Primary Schools	10.00
	Secondary School	11.30
Mixed use centres	1 district centre	2.50
	Community Farm	1.00
	3 local centres	2.50
Waste Water Treatment Facility		0.60
Primary sub station		0.50
Street Network	Primary Road	8.50
	Secondary Road	3.00
Open Space	Adopted Standards	
	Outdoor sport 1.6Ha / 1000 people	19.20
	Formal Children's play 0.4Ha/1000 people	4.80
	Informal Children's play 0.4Ha/1000 people	4.80
	Informal Open Space 0.4Ha/1000 people	4.80
	Orchards and Allotments 0.4Ha / 1000 people	4.80
Total		38.40
Drainage SuDS	500m2/Ha Developable area	7.50



Landscape Strategy

Landscape & Public Open Space Masterplan Framework

The proposed landscape strategy establishes a clear and distinctive structure for the emerging masterplan framework, defined by a series of interconnected landscape moves that shape the development and anchor it within its rural setting.

At its heart, a productive farm landscape centred on Grange Farm and utilising the southern slopes becomes the defining organising element. This working landscape integrates community food growing, grazing, and productive uses, reinforcing the site's agricultural heritage with a physical and visual connection to the wider agricultural landscape to the east, while supporting health, wellbeing, and community life within the site itself.

A network of greenways can weave through and around the site to form a continuous 'green embrace' of open space, woodland, hedgerows, and tree belts. This framework provides structure and containment, responding to topography by reinforcing ridgelines, filtering views, and creating a connected habitat network that enhances biodiversity and ecological resilience.

To the east, an agricultural edge park retains and reinterprets existing farmland, forming an open, expansive landscape with long views towards Rivey Hill and the Roman Road. This space supports informal recreation, heritage interpretation, and productive use, creating a strong and legible transition to the wider countryside.

These defining elements are supported by a series of multifunctional open spaces, including linear parkland along the Roman Road, green corridors, and spaces for play, sport, and SuDS. Tree-lined streets extend this landscape structure into the development, with advanced planting ensuring early establishment and immediate impact.

KEY

- Site boundary
- Primary Roads
- Secondary Roads
- Development Parcels
- Amenity Grass
- Grassland Buffer
- Existing Woodland Blocks
- Structural Planting
- Hedgerows with Trees
- Community Farm
- Community Farmland Growing Space
- Pastoral Grazing Farmland
- Farmland Development Buffer
- Grassland 10m Ecological Buffer
- Passive Buffer
- Agricultural Landscape
- ★ Indicative SuDS Location



Integration of Sport and Play - Concept

The emerging concept makes allowance for current adopted standards in relation to public open space, sport and play. The diagram to the right illustrates how sports pitch provision and play could be delivered within the site to meet policy standards and provide good access to high-quality play spaces for all ages and abilities. The plan includes

- Children's Play
- 2 Neighbourhood Equipped Areas for Play (NEAP)
- 7 Local Equipped Areas for Play (LEAP)
- 27 Local Areas for Play (LAP)
- Sports pitch provision

Allowance for circa 20 ha formal sports pitches based on adopted policy. The over-arching strategy for facilities to be spread throughout the development rather than one large "sports hub" approach. Provision to include a range of sports pitches and courts for all ages and abilities subject to local needs assessment to determine exact quantum.

The masterplan framework adopts a co-location strategy for sports and education facilities, maximising land efficiency and delivering clear community benefits. By incorporating the schools with the wider sports provision, the development enables shared use of pitches, courts and ancillary infrastructure, ensuring that high-quality facilities can be delivered and sustained in the long term.

A total of 10 hectares of land is provided for the combined education and sports uses. The co-location approach supports sustainable travel patterns, concentrates activity in a well-designed and appropriately serviced hubs, and reinforces the wider landscape framework by keeping large open spaces connected and multifunctional. It is recognised further dialogue is required to agree the approach to shared use of school sports facilities for community use, but as a principle it is considered a benefit.

This integrated arrangement provides a framework for efficient land take, reduces duplication of infrastructure, and delivers a cohesive, landscape-led design that responds to need while aligning with best-practice guidance for school and sports masterplanning.

KEY

- Site boundary
- LAP
- LEAP
- NEAP
- MUGA/ Pitch
- Tennis Court
- Cricket Pitch



Northern Edge Consideration of Views

The field work carried out as part of the landscape and visual appraisal has considered views from the PRow/ European Long Distance Route along the Roman Road adjacent to the site boundary and within the wider landscape to the east and west. Representative viewpoints 5 - 8 presented opposite and located below demonstrate the general character of the views available when travelling in a northwesterly or southeasterly direction in proximity to the site.

In general topographical terms, the section of the Roman Road adjacent to the northern site boundary climbs gradually in a northwesterly - southeasterly direction. The section of the Roman Road to the west of the site and A11 climbs very gently in the opposite direction towards the Gog Magogs, although generally it remains low within the landscape. To the east of the site, the route flows over undulating landform, whilst continuing to climb to higher elevations (Viewpoint 8).

The route therefore has a similar topographical profile to the northern parts of the site and the views available from it are generally channelled along its alignment by the boundary hedgerows, which display varying degrees of management (Viewpoints 5 and 6). Widening view cones are available from higher vantage points along the route (Viewpoints 6 and 8) when looking west.

The ridgeline to the east of the site and the agricultural land use plays a role in the open views available from viewpoint 7, whilst limiting wider views of the site beyond from this location.

The approximate extent of visibility from the representative viewpoints is mapped below. This highlights that the northern parts of the site are visible to varying degrees depending on the location along the route. It also demonstrates that the eastern ridgeline plays a role in limiting views of the central and western parts of the site from the higher parts of the Roman Road to the east. The eastern parts of the site therefore have a more open visual relationship to this section of the Roman Road.

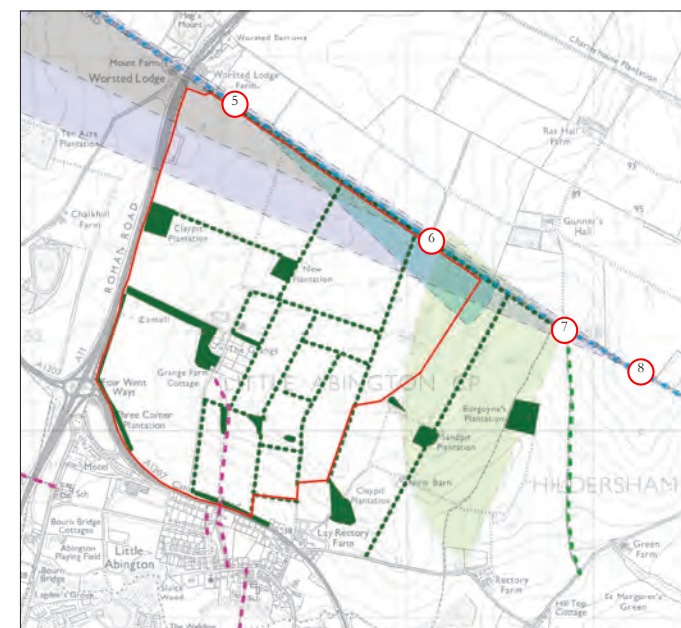
This analysis has informed the emerging landscape strategy and suggested design principles overleaf. This seeks to establish a set of criteria that can retain the open, agricultural character of the eastern part of the site to retain the character of Viewpoint 7. Structural planting on the ridgeline can seek to further minimise visual impact in a manner that appears characteristic of the surrounding landscape. The strategic placement of woodlands and tree planting identified below highlights a potential response to screen views of the site from the highest vantage point at Viewpoint 8. The structural planting strategy then allows the establishment of a landscape buffer of varying width along the northern boundary to retain an open setting to the Roman Road in views from the PRow. The buffer width is suggested to gradually increase in size from east to west to a width of 100 - 110m to maximise the screening effect of the existing hedgerow whilst retaining views to the Gog Magogs beyond.



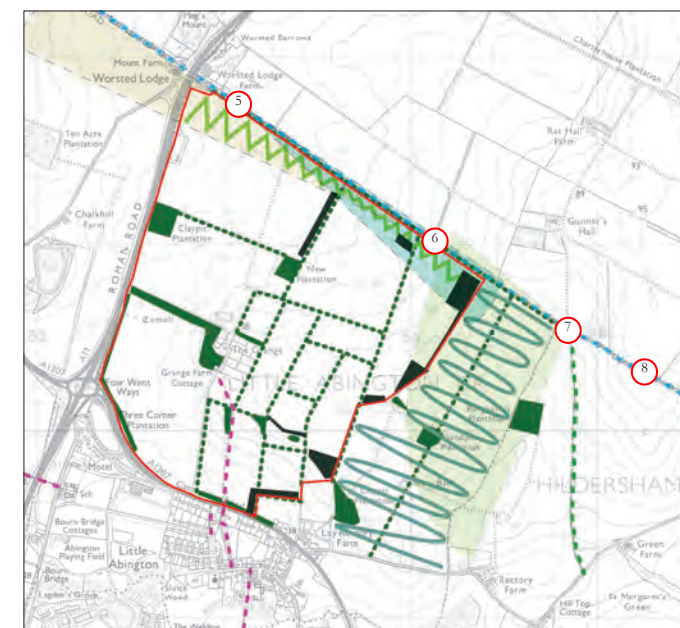
Viewpoint 5 - View from the Roman Road adjacent to the northern Site boundary, looking east.



Viewpoint 8 - View from the higher ground along the Roman Road to the east of the site, looking west. The eastern ridgeline is visible within the site.



Representative viewpoint locations and approximate visibility of the site from the Roman Road



Emerging landscape buffer and structural planting mitigation strategy in response to visual analysis



Viewpoint 6 - View from the Roman Road on rising ground adjacent to the northern Site boundary, looking west towards the Gog Magogs.

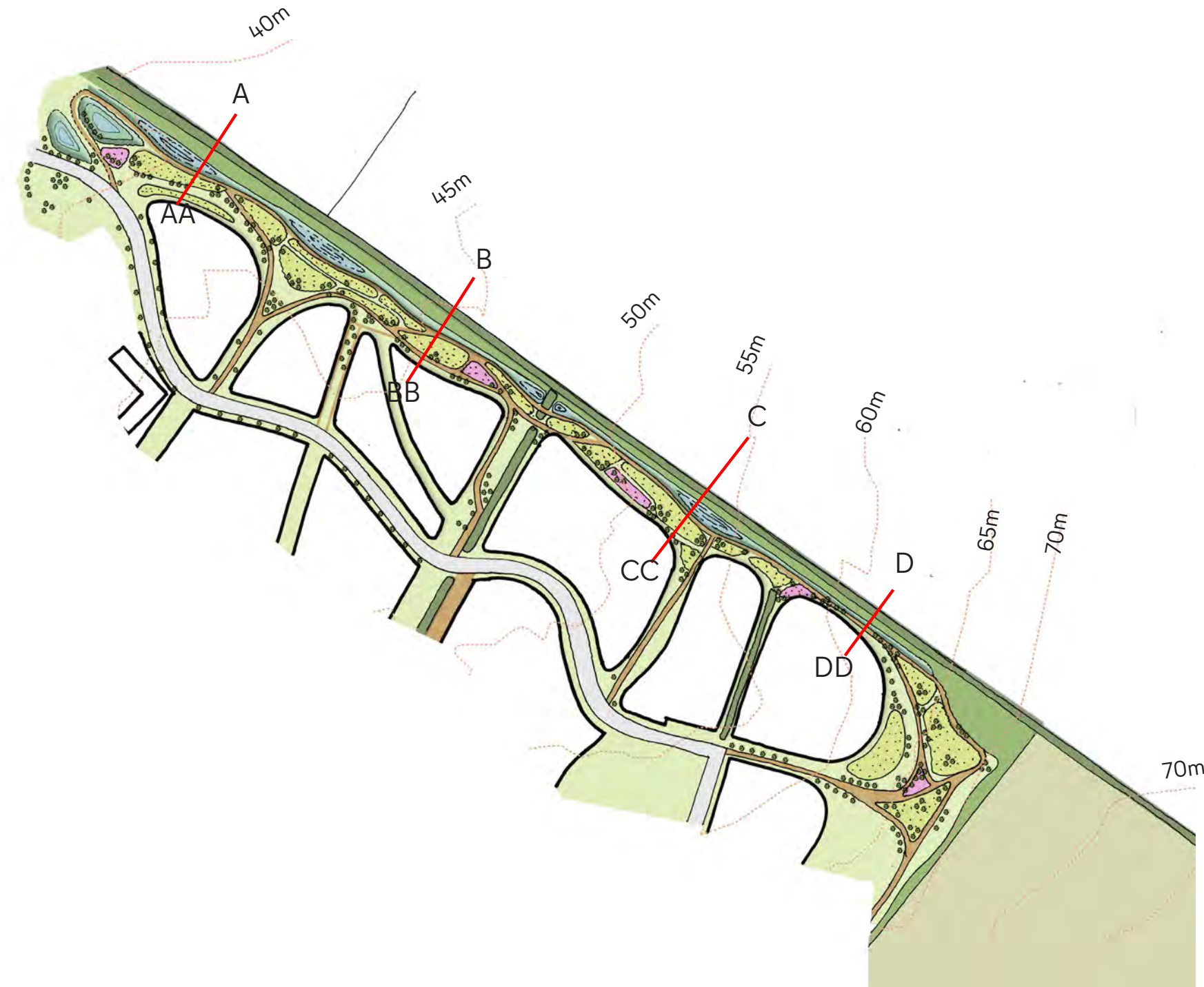


Viewpoint 7 - View from the Roman Road at the north eastern corner of the site, the eastern ridgeline limits views of the site beyond.

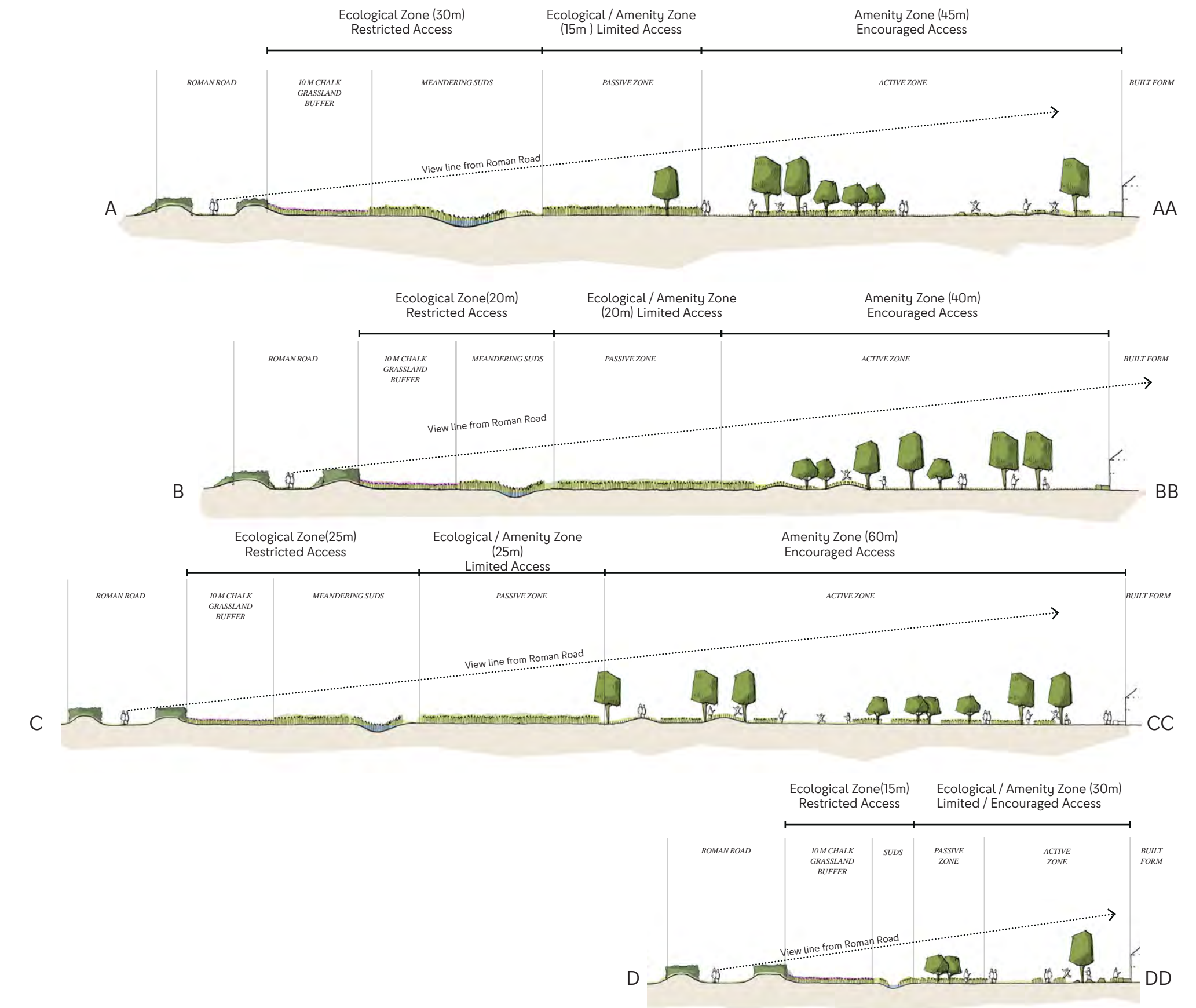
Northern Edge

The illustrative cross sections are presented to provide a sense of the potential overall width of the buffer at different locations along the northern edge. The general principle being that the width of the green buffer increases in size from east to west, working with topography to retain a sense of openness from the elevated views from the Roman Road. The width of the buffer ranges from 45m to 110m with localised variations along the length of the northern edge at key interfaces with green corridors, retained hedgerows and key movement corridors. These illustrate how the combination of design principles set out on the previous pages can be used to retain a sense of openness to the interface with the Roman Road, whilst using planting and attenuation features to restrict or limit access to encourage ecological enhancement.

The cross sections demonstrate that regardless of the width of the buffer, it is possible to retain circa 50% for ecological enhancement and the retention of an open interface with the Roman Road. Active zones for informal recreation and play are located in closest proximity to the residential edge. The combination of these land uses also helps to minimise views of the proposed dwellings from the Roman Road itself.



Northern Edge



Movement & Place Vision

Our Transport Approach

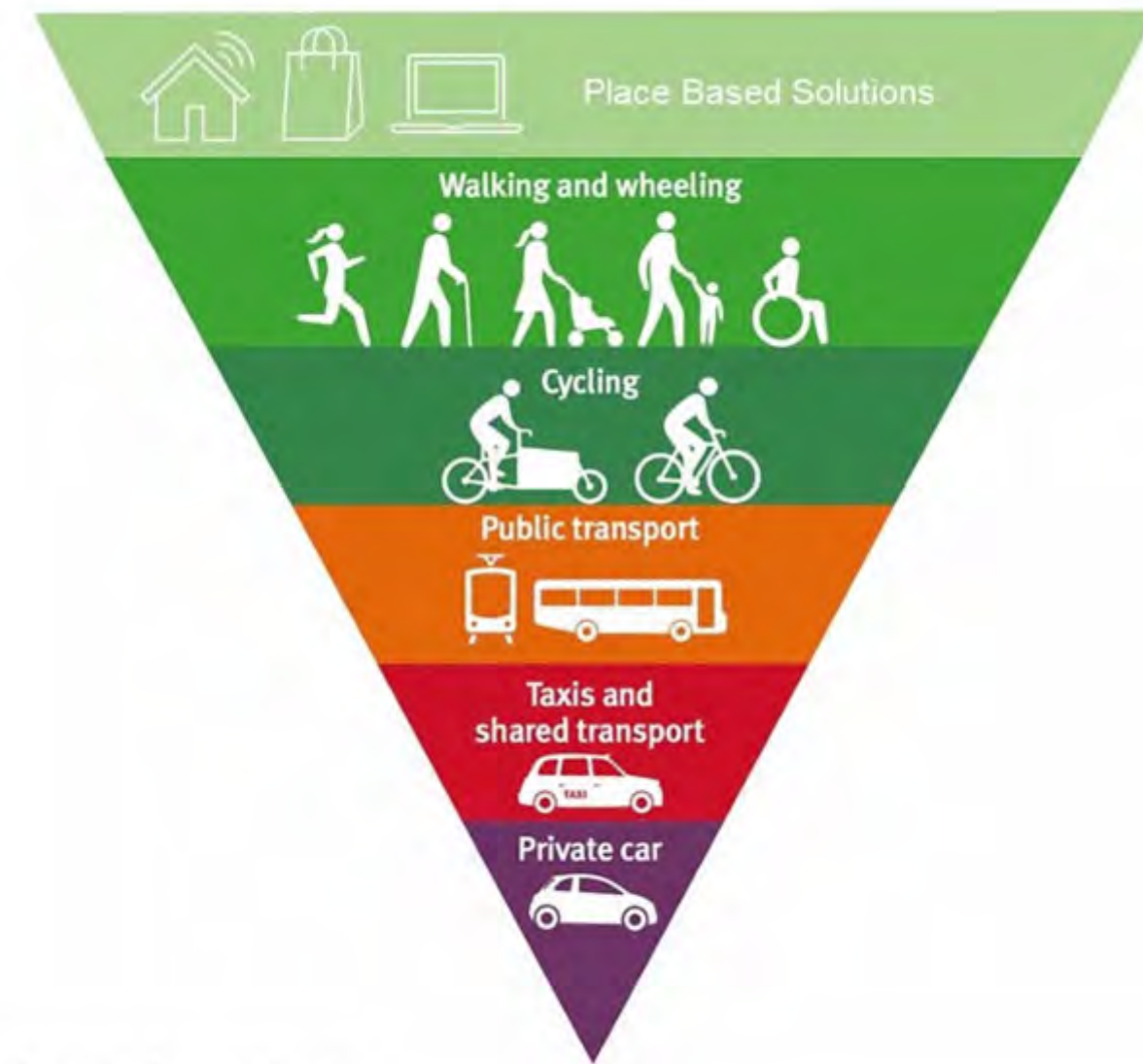
Grange Farm presents an exciting opportunity to create a sustainable new community that designs for transport differently. A clear hierarchy for transport solutions and choices will create a new standard for modern village living that is safe, vibrant, and sustainable. This hierarchy will be adhered to throughout the design process, generating a step change in integrated and sustainable transport by placing walking, cycling and public transport at the heart of the new settlement.

Grange Farm will be a place where walking, cycling and public transport are the easiest ways to make every day journeys. The movement network is simple, safe and legible from day one, with early interventions that unlock the first phases and a clear route to scale as the community grows.

Our hierarchy promotes ‘place-based solutions’ first where our proposals and a committed, community focussed, land owner approach, will provide a mix of jobs, services, and community facilities as well as homes. By providing a considered mix of uses supported by digital connectivity the need to travel elsewhere for many daily needs is negated, and car dependency designed out.

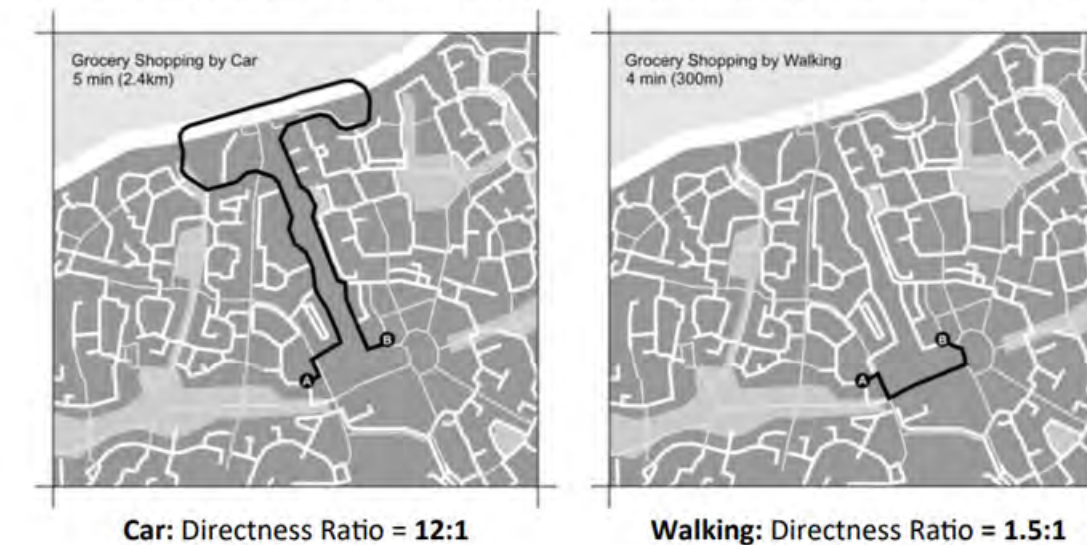
To support and complement this place-based approach, Grange Farm will also maximise walking, wheeling, and cycling with investments to create pleasant low traffic environments to promote healthy streets with inter-connectivity between the site and further afield employment, education, other amenities and Railway stations.

Public transport will also be enhanced for the benefit of new and existing communities through the supplementation of existing buses services and the contribution to new and supporting bus infrastructure. The masterplan seeks to accommodate and design around CSET shaping how new communities in the Greater Cambridge area positively design in rapid transit opportunities and by doing so reduce reliance on car ownership even when outside of the city itself.



Sustainable Transport Hierarchy

For the below example, distance to travel car = 2.4km, walking = 300m, Straight Line = 200m



In recent years there has been a shift in the ambitions around car ownership. Car clubs and cycle/scooter hire are increasingly part of shared transport schemes, particularly amongst younger demographics and Grange Farm is well placed to support this shift in attitude. We acknowledge that cars continue to play a role in travel choices, but car dependency, use and parking should not dictate the design of our streets and public places. We will therefore provide sufficient access and parking but not at the expense of other users, which will be achieved through filtering permeability by cars, maximising access by active modes and consolidating parking away from the ‘front door’ of communities.

Place Based Solutions

Grange Farm is optimally sized so that all homes within the neighbourhoods will be no more than 10 minutes’ walk from the village centre. These walk catchments reflect National Design Code standards and the expectations of Active Travel England as it helps to reduce the need for longer distance and less sustainable travel, increases social cohesion and helps create healthier, happier places that feel vibrant and active at all times. The location, mix and density of land uses will be carefully planned to minimise long trips, with everyday needs met within close proximity to all homes. This includes shopping, leisure, work, education, open space and medical facilities being located within, or close to, the site. The ‘local living’ principles inherent within the Grange Farm are being acknowledged as best practice the world over.

Active Movement Framework

The community will be structured around a safe, attractive, and convenient movement network for walking, cycling, and micro-mobility. Routes will permeate from the village centre into the neighbourhoods and the surrounding countryside. Routes towards the A1307 and the destinations beyond it will be key and significant emphasis will be placed on defining these connections and maximising the effectiveness of them.

At this stage it is proposed that a new active travel underpass beneath the A1307 will link Grange Farm with land in the same ownership on the opposite side and from there provide onward connectivity towards the A11 Travel Hub, Granta Park, Babraham Research Campus and Cambridge. This connection is one of the sites structuring principles and its design will need to ensure that it is sufficiently wide, well lit and welcoming, providing an all weather, all abilities connection that feels comfortable at all times.



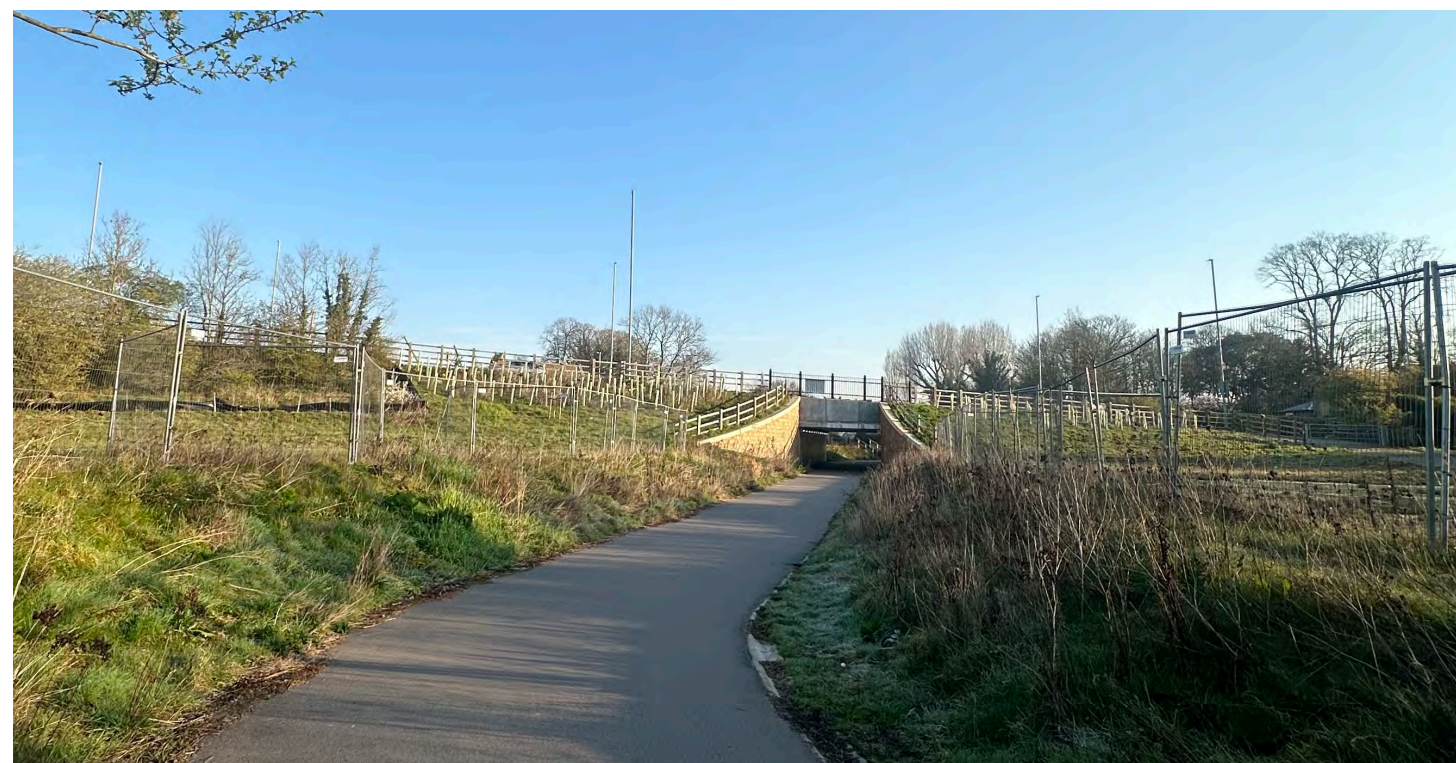
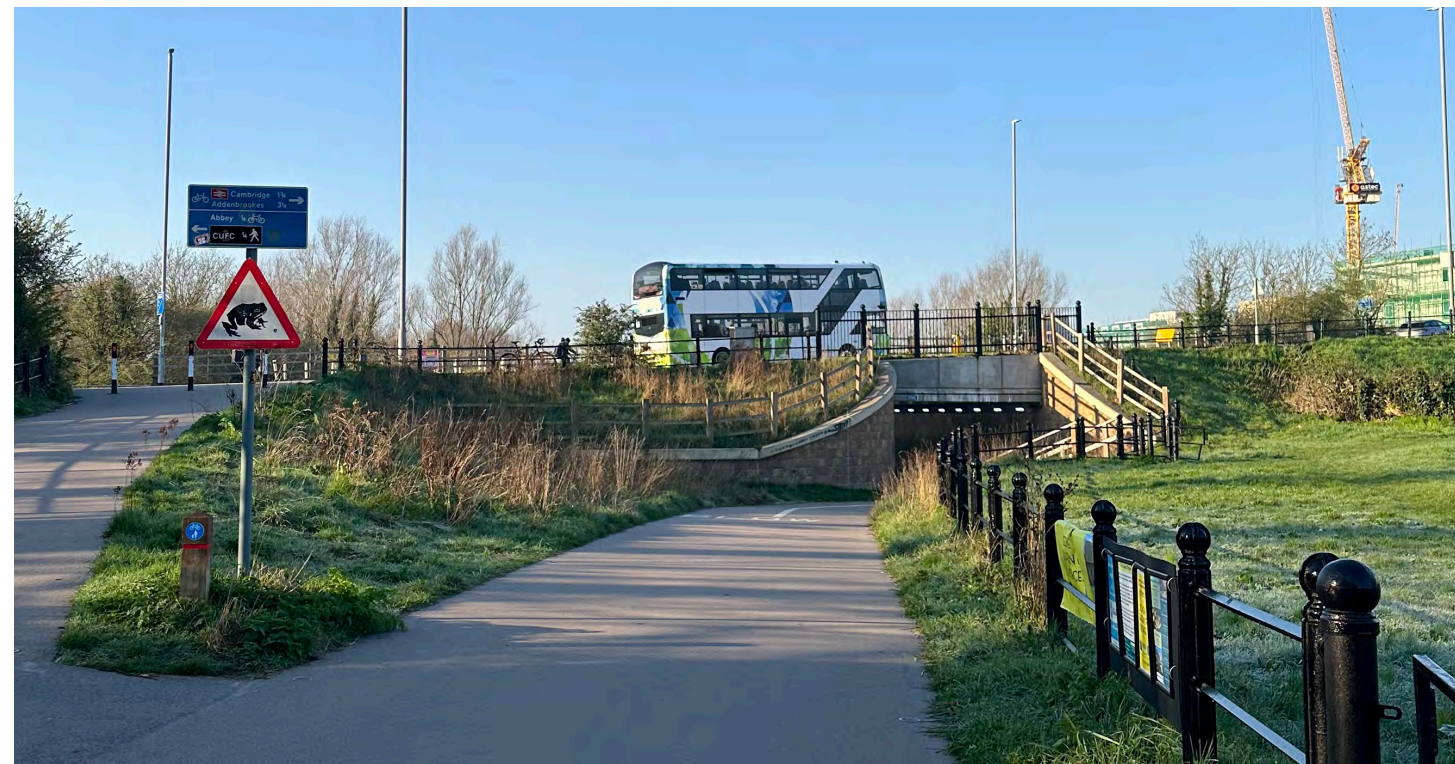
From the underpass the active travel route will continue south along Newmarket Road via a shared use path which closes a key gap in the network and connects to existing GCP investments and a proposed enhancement to the existing bridge across the A11. This route, in combination with the underpass make it possible and, in many cases, likely to walk or cycle to nearby destinations. This becomes especially true in the context of electric micromobility revolution being witnessed. Distances, previously thought to be beyond the average person, are suddenly comfortable. Data suggests that increases of 40–60% trip length vs conventional bikes.

Further east along the A1307, a new signalised pedestrian crossing is provided west of Acorn Garage on the 40-mph section of the A1307. This will provide a safe, direct link between homes, bus stops and the wider walking/cycling network in Abington which will allow existing communities to enjoy the benefits of the services and facilities provided in the new settlement.

Public Transport

Increased travel demand from a new settlement of this scale requires provision of an additional bus service, or diversion of existing, of sufficient frequency to be a reliable alternative to the car. However, Grange Farm goes further than this and has embraced the idea that a village scale community can support some of the principles of transit orientated development. Grange Farm will positively plan for CSET to serve the site and to provide a direct and segregated connection to central Cambridge. A unique and ambitious template for village living made possible by the existing Greater Cambridge transport strategy which proposes CSET as an A1307 improvement scheme.

The CSET scheme is also supplemented by a small but meaningful uplift to Service 13, alongside improvements to existing stops on the A1307 for the very early phases of development. Further to this a two way shuttle (as either Demand Responsive Transport, DRT, or fixed timetable) linking Grange Farm to the wider southern cluster is proposed.



Shared Transport Solutions

The potential for shared transport is huge. Subscription service transport models, allowing payment via Smart phone to access transport only when needed is changing the proprietary ownership model that has seen many households descend into transport poverty.

Grange Farm will seek to establish platforms and operators for car clubs, Demand Responsive Transport (DRT) bus services, scooter, and bike hire. These schemes require a catalyst to succeed, a willing community, and the collaboration of transport operators. Given the unique approach to landowner curation of the place, these become even more realistic at Grange Farm.

Private Cars

In accordance with our proposed hierarchy, more sustainable travel modes will be promoted ahead of the private car. Cars will continue to play an important role; our aim is to minimise car dependency while continuing to provide sufficient access for necessary car journeys.

At this stage we propose two new direct vehicular access into the land from the A1307 and one from the A11 at the northern end of the site. The accesses from the A1307 include a new roundabout and a full specification priority junction. The access from the A11 is formed from the existing on and off slips at Worsted Lodge but no new movements are proposed and therefore its role is supportive rather than imperative. Early discussions with National Highways indicate this has merit and is worthy of further exploration.

Whilst the site will work within the controls of a trip budget (a maximum level of traffic generation that the network has been determined as being able to accommodate), some highways mitigation at the Fourwentways network is proposed. The exact formation of this is to be determined through further work, but early modelling indicates that there will need to be some small targeted changes in the short term to accommodate the early phases of Grange Farm, such as lane marking and left-turn free-flow slip roads on some arms to reduce queueing. In the long term, it is likely that wider changes at Fourwentways are needed, including further lane marking changes, some changes to lane approaches and potential signalisation of the northbound offslip of the A11 to improve capacity. Highways works will be subject to a ‘monitor and manage’ approach across the lifetime of the project to check observed performance against assumptions.

Ecology Strategy

Retention and Enhancement of Existing Habitats

The indicative design response, as shown in the emerging masterplan framework, shows that all areas of woodland at the site can be incorporated into the design, avoiding any need for woodland loss. The vast majority of the hedgerow network can also be retained, as can the trees associated with the hedgerows. The green network that emerges incorporates the majority of the existing ecological value of the site, and meets a key element of ecological design, which is to avoid impacts on existing features wherever possible.

Not only can the woodland be retained, but the new settlement offers significant opportunities to increase its biodiversity value through: (1) active conservation enhancements from the outset (such as coppicing, selective felling, and supplementary planting) to promote diverse canopy, understorey and ground flora layers (2); long-term conservation management; (3) buffers of native vegetation (woodland, scrub and/or grassland) in place of intensively managed farmland that currently surrounds these habitats; and (4) enhanced habitat links between woodland parcels, to provide a joined-up woodland network across the site in place of small and separate parcels.

The woodland and hedgerows buffers and connections are shown illustratively on the masterplan, and extend to 20 m around existing woodlands, and 10 m around existing hedgerows. This gives extensive opportunity to conserve, manage and enhance these features, retaining and benefiting species that are associated with them, such as badgers and breeding birds.

Roman Road SSSI Mitigation

The new settlement offers opportunities to provide significant areas of new chalk grassland habitat in close proximity to the Roman Road SSSI, and to fund a long-term enhancement and management program for this important historical and habitat feature.

Detailed consideration has been given to the interface between the site and the SSSI, and an intelligent design has been proposed, whereby new chalk grassland habitats are provided in proximity to the SSSI. Public access to this area will be limited through an elegant topographic design which incorporates drainage features. This will be joined to the developed areas further south by a band of semi-natural habitats that include meadow, grassland, scrub and trees, incorporating appropriate native species.



This wide green buffer will ensure that SSSI habitats will not be disturbed by the new settlement and that there is no light spill that could affect nocturnal animals at the SSSI.

Recreational pressure in the SSSI will be managed through carefully designed access points, through the provision of highly accessible alternative greenspace and transport links, and through ongoing active management of the SSSI habitats.

Together the above approaches will form a mitigation strategy which minimises impacts and provides compensatory enhancements to the habitats within the SSSI and connects the SSSI to a much wider area of native habitats across the site, instead of being surrounded and isolated by intensive agriculture.

Farmland Wildlife Mitigation

The new habitats of rough grassland, chalk grassland and mixed scrub would offer opportunities for the site to support a variety of farmland wildlife within the new settlement, such as hedgerow nesting birds like yellowhammer and linnet, and reptiles such as slow-worm. Given the extensive areas of further arable farmland that the landowners own, both adjacent to the site, and in the wider area, there are good opportunities to provide off-site mitigation for farmland species such as skylark, which require large undisturbed open areas, e.g. through enhancing these areas with conservation field margins and skylark breeding plots.

Biodiversity Net Gain

The retention of existing habitats and the creation of extensive areas of greenspace will allow the new settlement to deliver a significant level of biodiversity net gain within the site, particularly given the low ecological value of the intensive farmland that currently dominates the site.

The biodiversity net gain strategy will focus on the key habitats of rough grassland, mixed scrub, woodland, and chalk grassland. These are appropriate to the geography and soils of the site and offer resilient and sustainable land uses with high ecological value. They will also provide a rural and natural setting for the new settlement and will offer extensive areas of greenspace of high landscape value that will allow residents to experience and to be within nature.

The landowners have extensive offsite arable farmland in the local area, and there are also many biodiversity net gain habitat creation sites in the vicinity. The project provides an opportunity to invest in these off-site areas. This would spread the ecological benefits over a wider area and would assist the project in reaching a 20% Biodiversity Net Gain target (if required).

The Grange Farm settlement would therefore offer significant opportunity to enhance, create and link valuable habitats in this part of Cambridgeshire, and to successfully integrate these with public access through careful design and ongoing management, allowing its residents to live within nature and to provide a funding mechanism to enhance and secure that nature.



Integrated Water Resource Management Strategy

The ambition at Grange Farm is to ensure that a high-quality regulated water supply, and a high quality regulated sewerage and sewage treatment service are provided to all residents, employees, employers and visitors to the new settlement, whilst ensuring that all local groundwater and surface water resources are fully protected in terms of both quality and quantity.

We are acutely aware of the water scarcity issues in the East of England and how, unchecked, this could impact on the quality of the water environment and particularly rare chalk streams such as the River Granta, that are fed from the chalk aquifer beneath Greater Cambridge, and can be impacted by local groundwater levels.

Our strategy focuses on protecting precious groundwater resources, particularly ahead of Cambridge Water delivering new water resources via the pipeline transfer from Grafham and the proposed Fens Reservoir. This strategy includes a holistic ‘whole system thinking’ approach to water management.

As part of the proposal the following options have been considered and are summarised in the diagram below:

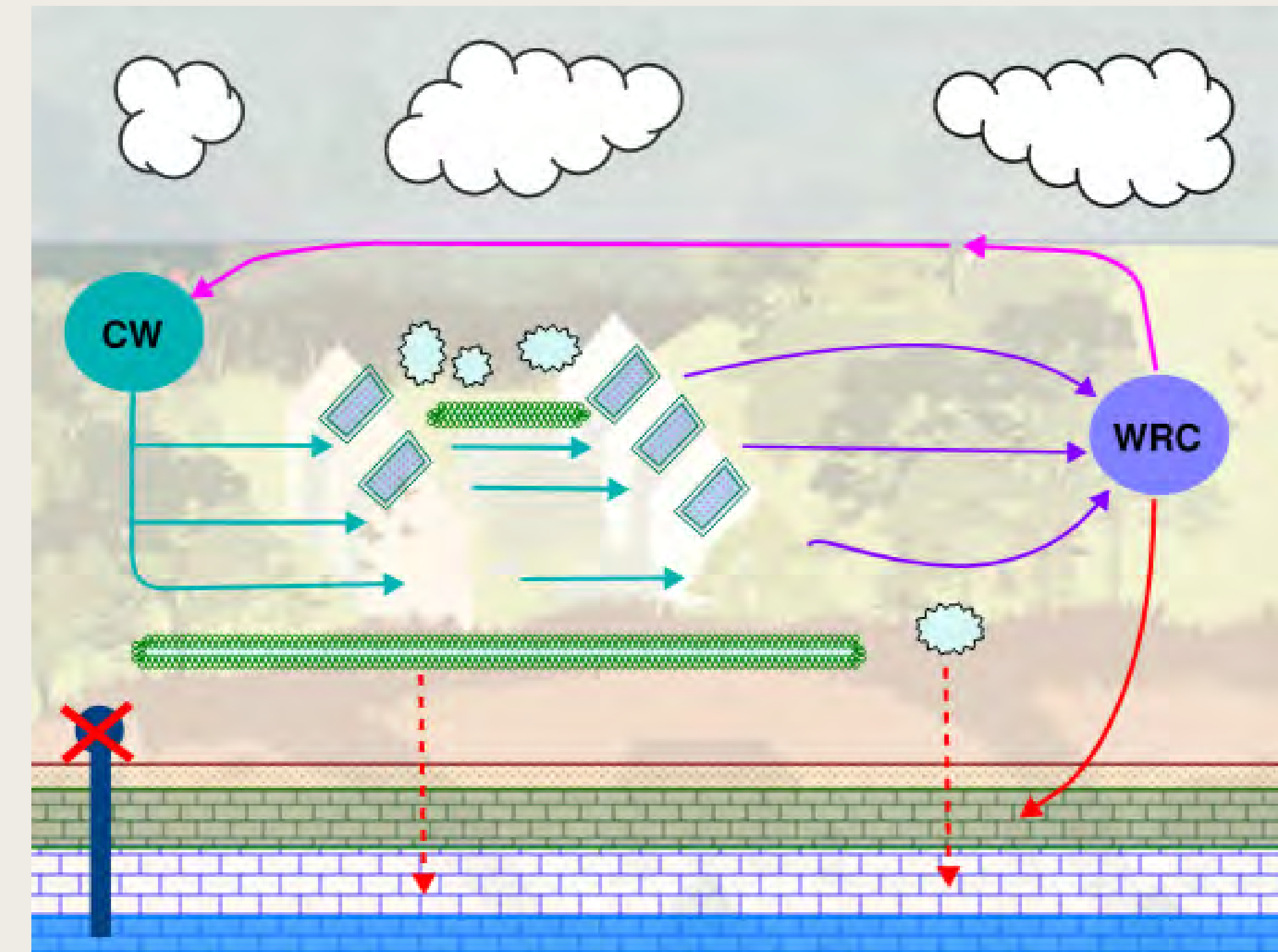
1. A strategy for water supply has been agreed with Cambridge Water, which involves multiple connections into large trunk mains that are largely supplied via Cambridge City (Cherry Hinton Reservoir) zoned networks, rather than the Linton and Haydon zone networks, which are primarily served from local borehole resources. This network will be reinforced from the north once the Grafham transfer pipeline and Fens Reservoir connections are completed.
2. Our ambition is to implement water efficiency measures across the site and to align with GCSP Local plan Policy CC/WE to help minimise potable water consumption. The measures considered at this stage include low-flow devices, water efficient fittings and smart water meters. These systems will reduce per capita demand and prevent water loss and improving the overall network performance.

3. We will provide Sustainable Drainage Systems (SuDS) based on the latest guidance to provide a network of landscape led blue infrastructure that allows the infiltration of high-quality water into the ground – all rainwater and surface-water will be treated through a well-considered multi-functional SuDS train. Where possible rainwater – for example from roofs - will be directed to the aquifer to mimic natural systems.
4. We will explore an opportunity to develop an on-site Water Recycling Centre (WRC) to treat wastewater, and where possible any suitably treated water will be returned to the aquifer, subject to comprehensive hydrogeological risk assessment, or returned to new homes and businesses. This onsite treatment of wastewater is fully supported by Anglian Water who have confirmed that they will look to adopt such a facility.

Additional measures which are being considered to mitigate groundwater depletion include:

1. Curtailing abstraction of water from the aquifer via an existing borehole to partly off-set the already reduced water demand for Grange Farm.
2. Identify opportunities to use treated water from the onsite WRC to off-set the demand for treated potable water within the new development and reduce the need for water from the Cambridge Water potable water network, or to discharge directly to ground to support local groundwater levels.

The landowner is committed to ensuring that no water is discharged to the underlying chalk aquifer or the River Granta unless it has first been treated to meet stringent, regulator-approved quality standards, thereby protecting the integrity of this sensitive chalk stream environment. This commitment applies to all on-site treatment and recycling processes, ensuring that any return flows support groundwater protection and maintain the natural water quality conditions essential to the preservation of the River Granta.



Grange Farm - Water Cycle Schematic Legend

Precipitation	WRC Water Recycling Centre	Permitted groundwater discharge
Existing Borehole Abstraction Curtailed	Potable Supply from Cambridge Water	Blue/Green Roofs
Wastewater	Permitted groundwater discharge	Swales
	Treated Water for Potable Network	Ponds and Wetlands

SuDS & Drainage

Flood Risk Assessment

A comprehensive review of flood risk has been undertaken using the latest Environment Agency datasets. These assessments confirm that the site is situated entirely within Flood Zone 1, representing an Annual Exceedance Probability (AEP) of 0.1%, equivalent to a 1 in 1000 year fluvial flood event. This places the site at the lowest level of fluvial flood risk.

EA Risk of Flooding from Surface Water (RoFSW) indicates a very low risk across the majority of the site. Localised depressions at the low points of the internal catchments exhibit isolated ponding, which would not be attributed to an external overland flow route. A minor valley towards the central northern boundary generates a flow path and flooding, but this is entirely from within the site and will be modified and managed appropriately by the future drainage scheme.

Surface Water Management Philosophy

The proposed drainage strategy considers sustainability, water resource resilience as its central objective. The site is underlain by chalk rock, which geology maps, and a review of nearby planning applications indicate would provide the opportunity for the site to promote permitted groundwater discharge through infiltration. This approach has been selected as it will benefit nearby rivers such as the River Granta, improving the health of the river and environmental benefits to the wider area.

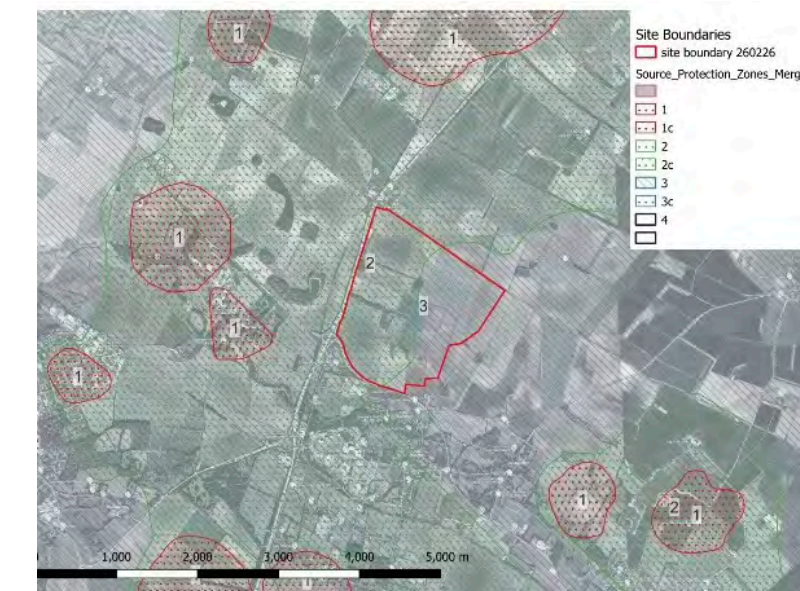
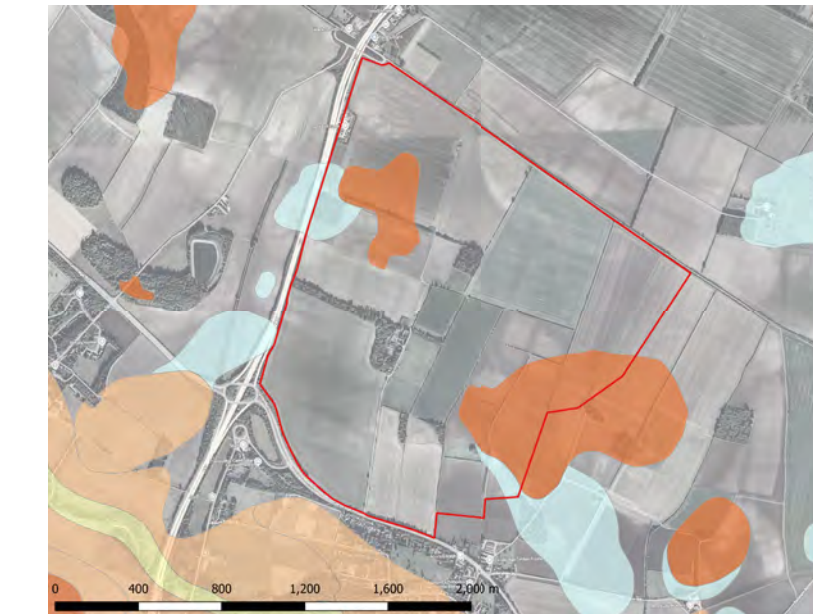
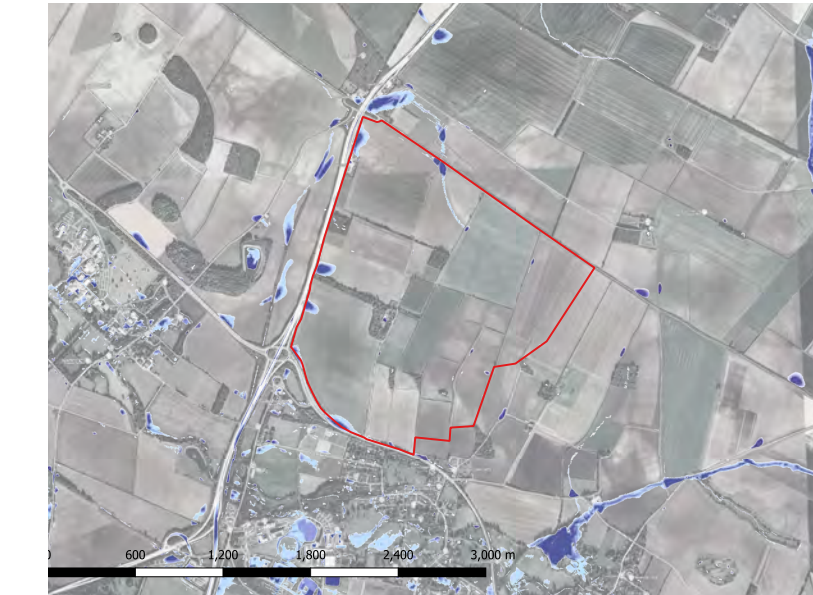
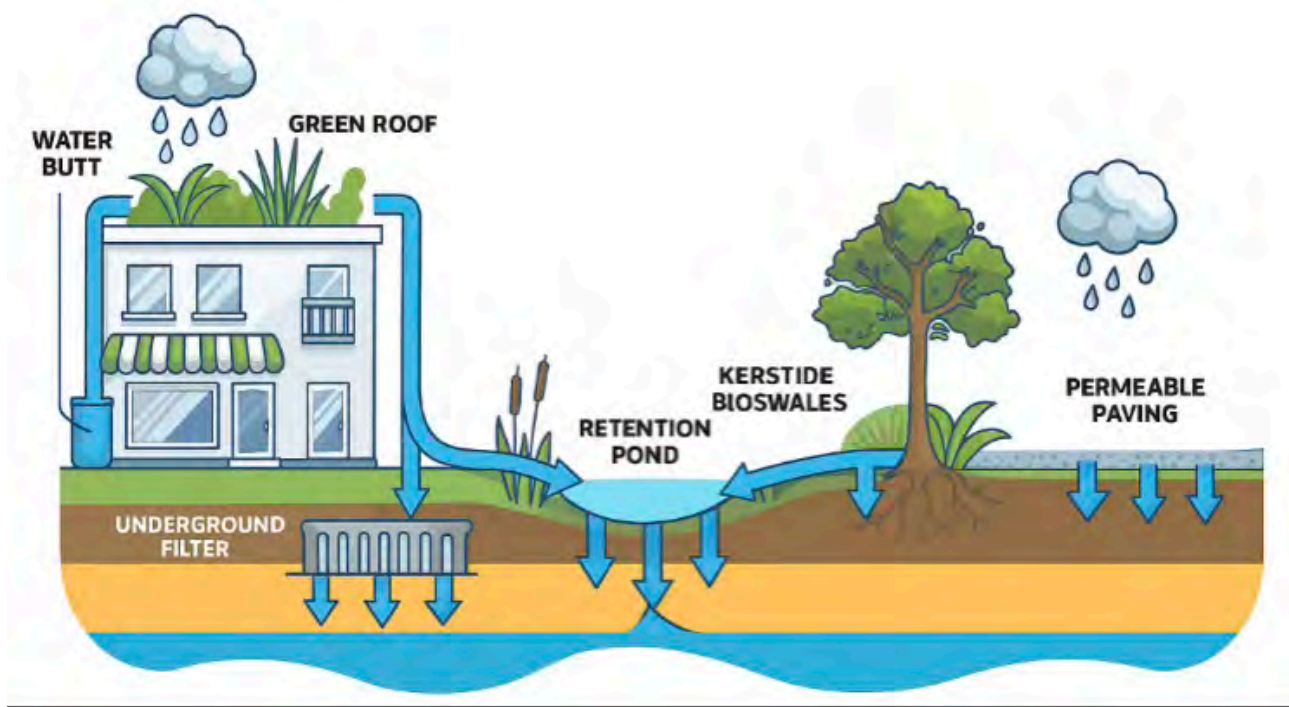
Surface Water Management Philosophy

The proposed drainage strategy considers sustainability and water resource resilience as its central objectives. The site is underlain by chalk rock, which geology maps, and a review of nearby planning applications, indicate an opportunity for the site to promote permitted groundwater discharge through infiltration.

A portion of the site lies within a Source Protection Zone (SPZ); therefore, a robust and carefully designed treatment train is required to ensure the groundwater is sufficiently protected against pollution. The design philosophy emphasises nature-first SuDS, limiting below ground attenuation and pipe-based conveyance wherever feasible.

Drainage Strategy

It is anticipated that 600–1,150 m³/ha of SuDS storage will be required across the site to accommodate the 100 year +40% climate change storm, based on a range of infiltration rates calibrated against measured figures on nearby sites. These volumes, together with an analysis of the different pollution treatment trains required for the different land uses and the topography of the site, will be the driving factors for the implementation of combinations of SuDS. At this point, residential areas and cul-de-sacs are envisioned to be capable for at source infiltration. The wider streetscape will be a combination of at source infiltration, where feasible, but mainly conveyance to vegetated infiltration basins at strategic locations on site through nature-first drainage solutions. Nature-based solutions and keeping water at the surface will be prioritised as per Cambridgeshire SPD.



Energy & Carbon

The proposed approach to Energy for Grange Farm is set out below:

Fabric first approach

The Future Buildings Standard consultation proposed significantly improved levels of fabric insulation and airtightness for non-domestic buildings. Building Regulations are placing a lot more emphasis on fabric performance, particularly for residential buildings. A target fabric energy efficiency (TFEE) has to be met and exceeded, with increased attention to thermal bridging and quality of construction. A building with a lower heat demand is also more suited for lower temperature heating systems, such as heat pumps, therefore supporting the transition to a fossil-free (heating) future.

Renewable heat energy

In the UK, an important area of decarbonisation (and improved local air quality) has been the replacement of natural gas heating with a low carbon heat pumps. These can be deployed at a micro (individual dwelling) and macro scale (central plant or energy centre) in new buildings and masterplans.

Operational energy modelling

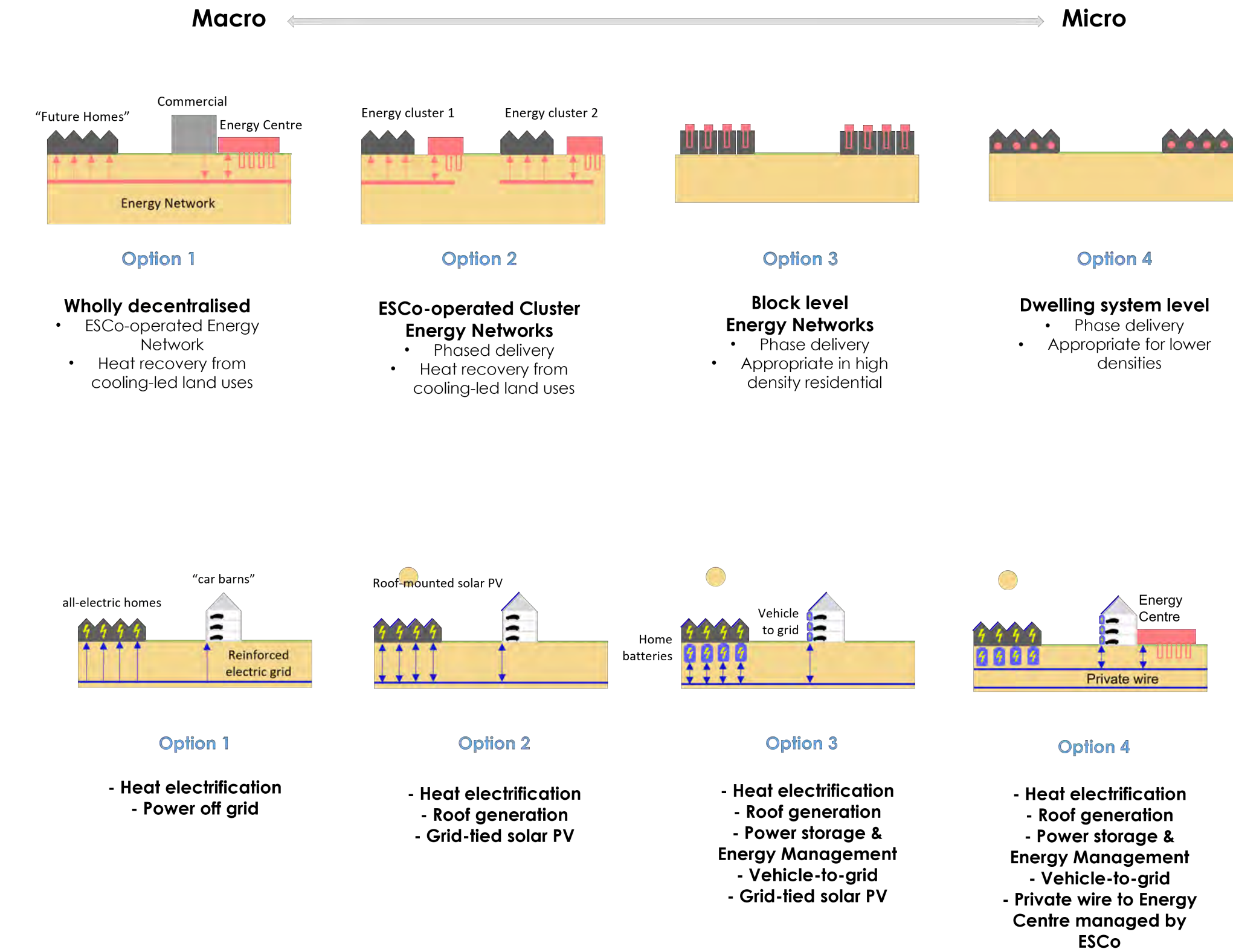
NABERS UK or equivalent energy modelling is proposed for non-residential uses to align with energy benchmarks from GCLP policy and emerging national standards.

Feasibility study of low carbon technologies

A feasibility study will be prepared for scalable and phased low and zero carbon technologies and opportunities for renewable heat and power generation at Grange Farm. This will include Consultation with Energy Services Companies about renewable heat and renewable power management structures, and a low whole lifecycle carbon strategy for buildings and infrastructure.

The proposed approach to Carbon for Grange Farm is set out below:

- Develop best practice design priorities that consider the reduction of embodied carbon (as well as operational carbon) at both building and masterplan level.
- Require Whole Lifecycle Carbon Assessments and low carbon strategies for buildings and infrastructure with optioneering to test strategic scenarios for reducing lifecycle emissions. Whole Life Carbon is increasingly emphasised in guidance and planning policy.
- Track implemented measures to reduce lifecycle carbon emissions and include third party-verified carbon accounting in procurement.
- Set project carbon budgets and intermediary targets for different land uses and infrastructure typologies, decreasing over time.
- Develop a circular economy strategy that includes scaled approaches for reducing embodied and lifecycle carbon, such as on-site manufacture and modular construction.
- Prioritise energy storage, reuse and renewable energy generation and supply both on-site and offsite as a way of reducing operational emissions and offsetting residual carbon.
- Develop a carbon offsetting or insetting strategy for residual emissions' that follows the 8 principles promoted by the UK GBC guidance. This should be supported by third party verification and verified reporting.
- Estimate the scale, funding and delivery strategy for an insetting project in Greater Cambridge or the region.



Utilities & Electricity

UK Power Networks (UKPN) has confirmed via a formal pre-development enquiry that up to 6,000 electrically heated homes, including EV charging, can be connected to their local network likely via a local 33kV connection, and failing that through a 132kV connection.

A further meeting was then convened to form an in-depth understanding of the local low-voltage, high-voltage and extra-high-voltage networks, local to Grange Farm and to understand UKPN's ongoing network investment programmes in Greater Cambridge.

These consultations have proven that a robust and resilient solution for up to 6,000 homes at Grange Farm can be achieved via point of connection on the 33kV network on the 33kV side of the Sawston Primary Substation, and should this capacity be utilised at this connection at the time of a formal application, then capacity would be available on the 33kV side of Fulbourn Primary Substation. Either solution will require the provision of a standard 33kV to 11kV primary substation within Grange Farm, which would be adopted by a fully regulated electricity distribution network operator.

Figure 1 opposite shows where Sawston Primary Substation is located in relation to the Grange Farm site boundary.

Phased connections for early delivery

Early phases of development can be connected to the local 11kV network (high-voltage) ahead of the 33kV or 132kV connections at Sawston or Fulbourn.

This will include 1MVA of capacity from an existing 11kV circuit that is derived ultimately from Fulbourn, and similarly 1MVA of capacity from an existing local circuit that is derived ultimately from Linton.



Fig 1 – UKPN Asset Map - Sawston Substation to Grange Farm

This combined 2MVA capacity can provide local connections to the first 600 homes. The Fulbourn fed 11kV network is routed within the site on overhead lines and the Linton fed 11kV network is routed around the Cambridge Road area south of the site. Both connection points are shown within the image above.

The proposed new cable route for the 6,000-home solution includes for a 6.5 km ducted 33kV 500mm² aluminium cable route to the site, with allowance for horizontal directional drilling beneath the railway located adjacent to the east of Sawston Primary Substation.

Data Services

Fibre to the Home (FTTH) and Fibre to the Premises (FTTP) infrastructure platforms will be achievable and will be provided by Openreach and/or other fibre network operators under application. Openreach is the regulated open-access network provider for Cambridgeshire and will extend its network onto the site providing ‘ultra-fast’ data connections through one of the very many Communication Providers (CPs or Internet Service Providers - ISPs) that are able to retail services through Openreach infrastructure under their Network Code.

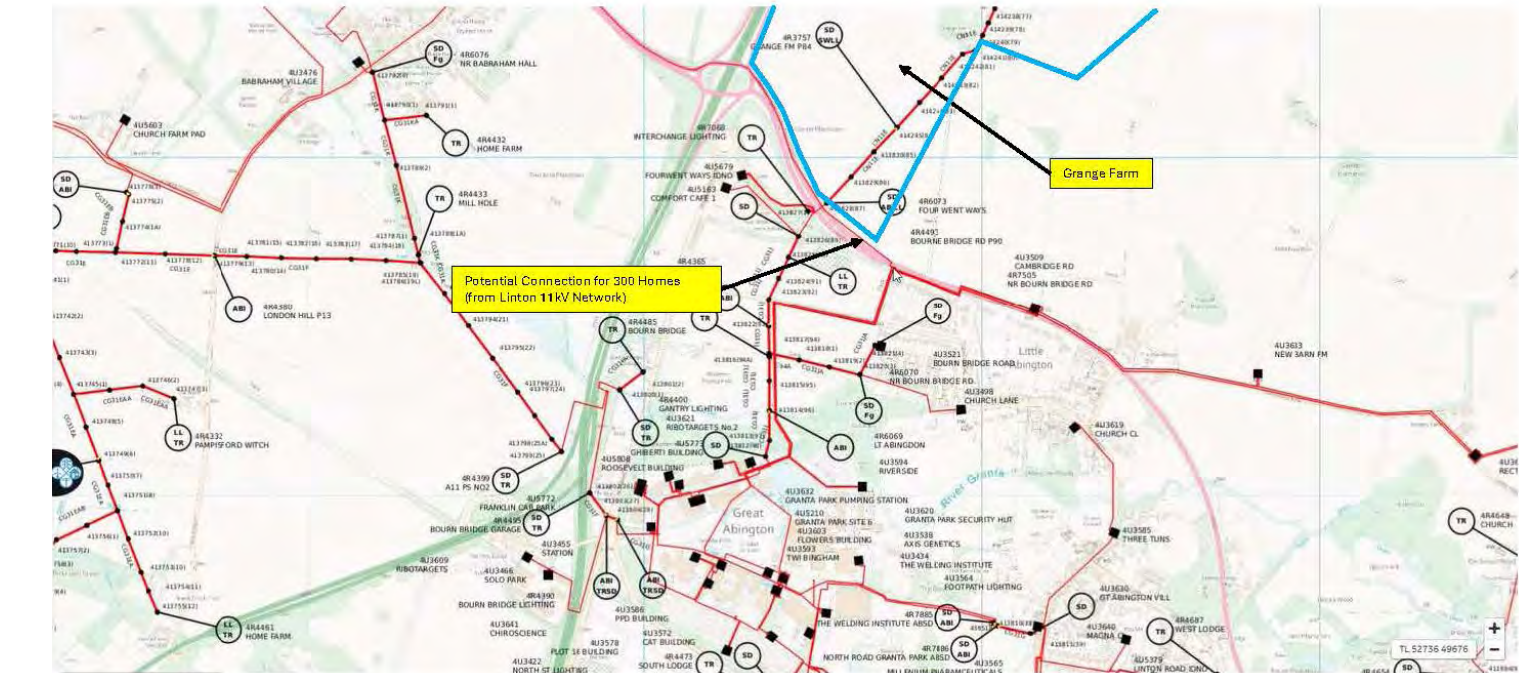


Fig 2 – UKPN Asset Map – Local Connection for c.300 Homes from Linton Network



Fig 3 – UKPN Asset Map - Local Connection for c.300 Homes from Fulbourn Network

Sustainable Waste Management

Construction Waste Management

Construction waste management at Grange Farm will be embedded within the project's phased delivery strategy and the Estate's commitment to high quality, responsible development. Given the sensitivity of the site's chalkland setting, heritage assets, and ecological networks, including the Roman Road SSSI and extensive hedgerow and woodland structure across the site, the construction phase will adopt measures that minimise waste, reduce soil disturbance, and protect existing notable features.

Earthworks, where possible will follow the natural landform, avoiding significant regrading or cut and fill on slopes and ridgelines. This will reduce construction waste generation, preserve the natural topography, and supports the project's ambition for building lightly and minimising impact across the landscape.

Throughout each phase, contractors will be required to follow strict waste handling protocols overseen by the Estate and managed through a dynamic Construction Environmental Management Plan (CEMP). Waste management protocols will include segregation of materials on site, re use of soils in green corridors and open space creation, recycling of construction materials wherever possible, and responsible disposal of any unavoidable waste.

Operational Waste Management

Operational waste management at Grange Farm will be led by the standards set by the Greater Cambridge Shared Waste Service (GCSWS) and by the project's commitment to practical, long term stewardship and efficient site design. As a landowner led scheme, the Estate will put clear waste minimisation and recycling measures in place from the outset so that effective waste practices are built into how the community operates from day one. Waste and recycling facilities will be fully integrated into the walkable neighbourhood structure, with storage areas and communal collection points designed to be both convenient for residents and discreet within the rural character of the site. Larger bin stores for commercial spaces and community facilities will be sensitively located and screened by existing and enhanced green infrastructure, hedgerows, woodland belts and landscape buffers, so that operational needs do not compromise the settlement's visual quality.

To ensure the system functions efficiently over the long term, the design will follow GCSWS technical guidance on waste storage capacity, internal/external bin spaces, and access for collection vehicles. Routes to collection points will be direct and safe, and the development will adopt the standards set out in the RECAP Waste Management Design Guide, which requires waste facilities to be seamlessly incorporated into both buildings and the wider public realm. The RECAP Toolkit will accompany planning submissions, helping to identify any contributions required towards local bring sites or Household Recycling Centre provision.

The Estate will also work with GCSWS processes for bin ordering, resident information and collection procedures, ensuring that households receive the correct containers and clear guidance on recycling expectations. This coordinated approach supports high recycling rates, reduces unnecessary vehicle movements, and fits with the wider ambitions for a low carbon, well managed, and community centred settlement.

