



PHASE 6
(UC01, UC02, UC03, UC04, UC05, UC06)

UPPER CAMBOURNE

DEVELOPMENT
BRIEFING DOCUMENT

Rev E
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THE DEVELOPMENT BRIEFING DOCUMENT

This document sets out fundamental design guidelines for the first phase development in Upper Cambourne: UC01, 02, 03, 04, 05, 06. It introduces a spatial masterplan for Upper Cambourne that accords with the aims of the original masterplan and Design Guide, but also responds to the physical changes to the site and its surroundings since the first masterplan was drawn up, and responds to the way 'best practice' and Government guidance, on urban design, housing density etc, has changed since the original masterplan was approved. The purpose of this document is to draw important design considerations together for each developer to create a coherent and logical 'place', yet necessarily stops short of prescribing too much detail to allow plurality within the design process.

AIMS AND OBJECTIVES

The Upper Cambourne phase I briefing document has been designed in a holistic manner considering the effects and interrelationships of built form, open space, circulation, views and character.

The overriding aim has been to create a scheme that will have logic and interest as one moves through it, creating a sense of journey and investing an individual sense of place to the different areas within the development.

The creation of strong spaces with well considered connectivity and permeability is the key to achieving this balance of uniformity within areas and variety between areas.

The guidelines set out within this document will ensure a consistent approach to development in this area, specifically:

- ◆ a coherent form and pattern of development.
- ◆ an integrated approach to access, circulation, open space and landscape treatment.
- ◆ a consistency in building character between development parcels, where appropriate.
- ◆ an ability for development parcels to plan for, share and benefit from features, focal points, and views between and beyond their own area.

DEVELOPMENT OF THE DOCUMENT

This document was produced between June - October 2006 by Randall Thorp on behalf of the Cambourne Consortium and with the support of South Cambridgeshire District Council (SCDC).

The Document is the result of detailed discussions and input from a variety of parties, including:

- ◆ The Cambourne Project Director
- ◆ Bovis Homes Ltd.
- ◆ George Wimpey East Anglia Ltd.
- ◆ Taylor Woodrow Developments Ltd.
- ◆ South Cambridgeshire District Council
- ◆ Circle Anglia
- ◆ Cambridgeshire County Council
- ◆ WSP Development Ltd.
- ◆ ESL

The Document was approved by SCDC and the Cambourne consortium on 2006

LAYOUT OF THE DOCUMENT

The document starts by explaining recent changes to the masterplan. It then goes on to look at the general spatial layout for Upper Cambourne as context to explain how phase I fits in.

The remainder of the document looks in detail at phase I.

It must be remembered however that each of the individual subjects synergise with each of the other subjects to add to the whole; and none should be considered alone.

HOW TO USE THIS DOCUMENT

This document should be seen as a guide only. The principles and layouts it describes and shows are given to aid the design process, not to limit it with rigid rules. Plans are intentionally diagrammatic and are not to scale in order to retain flexibility and aid the creativity of the design process.

Imaginative and innovative design solutions are encouraged. Schemes that diverge from the details within this document will be considered if they meet the broad aims of this document and offer additional design benefits or design excellence.

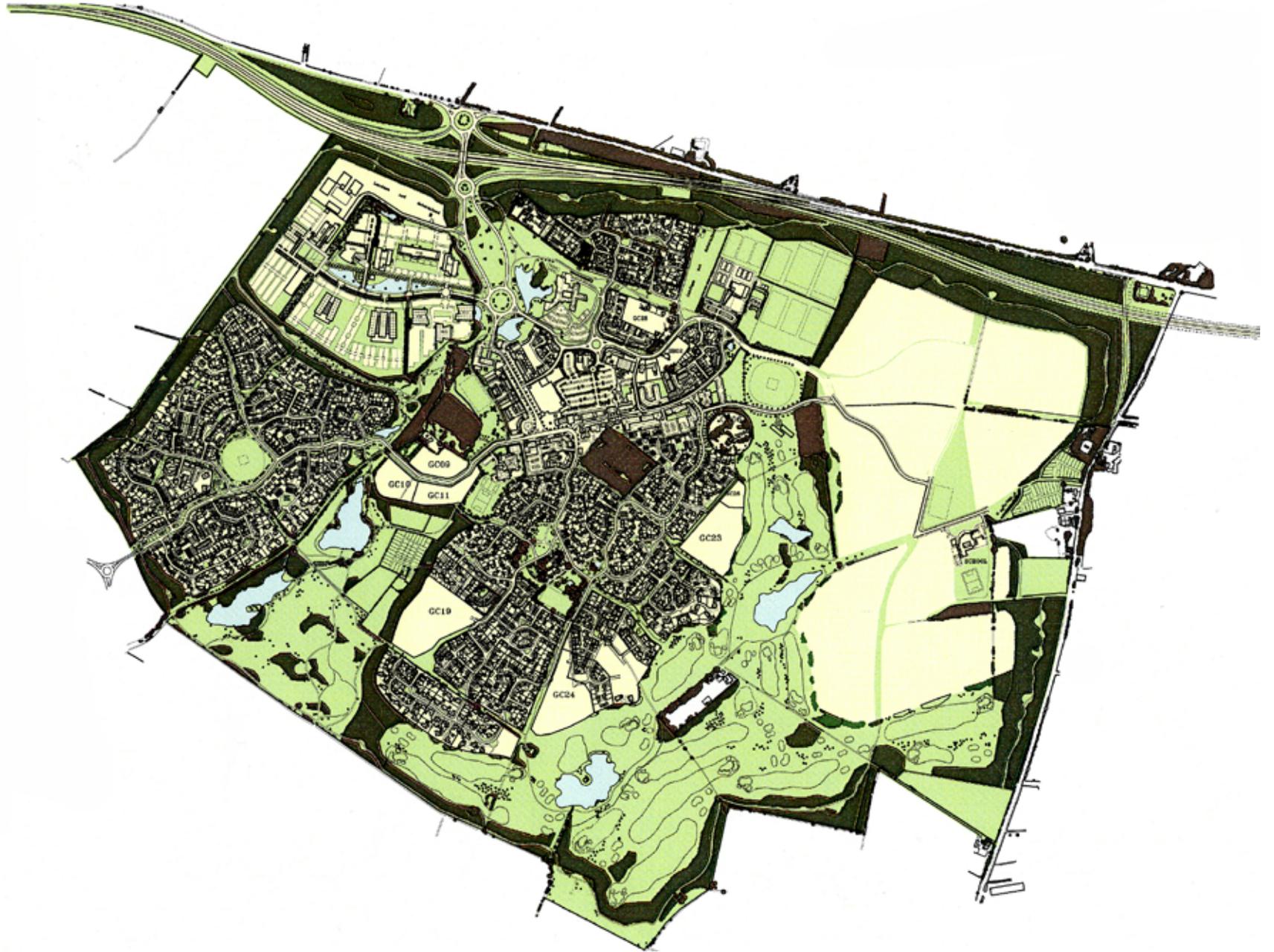
This document will provide guidance to the designers of individual schemes and be used in support of individual applications. Supplementary design statements will be provided with these applications to provide further, more detailed, information.

This Document should be read in conjunction with:

- ◆ The Cambourne Masterplan
- ◆ The Cambourne Design Guide
- ◆ The Cambourne Highway Design Guide
- ◆ The Cambourne Play Strategy
- ◆ The Cambourne Materials Palette
- ◆ The Approved Cambourne Housing Schedule
- ◆ SCDC Residential Design Guide

October 2006: Edition C





RECENT CHANGES TO UPPER CAMBOURNE LAYOUT

Since the original masterplan was approved in 1995 very little changed to the overall layout and arrangement of Upper Cambourne. Over the past 11 years a number of physical changes have taken place that mean the layout for Upper Cambourne needed adjusting as part of the recently approved (Nov 2006) masterplan RT85B-64 rev 30.

NORTHERN GOLF COURSE

The northern golf course was removed from the masterplan in February 1999 (rev 7) when an approved enlargement of the settlement centre and changes to Crow Dene nursery meant there was not enough land available for a 9 hole golf course. In March 1999 (rev 8) GC28, 29, 30, 31 the sports area filled the western part of the original northern golf course area, leaving the development area north of Upper Cambourne with no identified land use. In February 2000 (rev 14) for expediency the area was marked as "Landuse not determined".

SCHOOL SITE

In October 2004 (rev 24b) the school site was moved south of the village green following consultation with CCC and SCDC.

FIRST PHASE INFRASTRUCTURE

The first phase infrastructure roads were also realigned at this time (rev-24b) resulting in a slight change to the village green. Other minor changes were made to the position and shape of development cells to fit to the infrastructure roads, village green and school.

A428 AND BOUNDARY WOODLANDS

The A428 dualling has been extended through the area north of Upper Cambourne running through what was the northern woodland area. Moving the northern woodlands south of the new road alignment preserves the separation, screening, shelter and habitat they were originally designed for and takes up most of the development area marked "landuse not determined".

However, by simply moving the woodlands south, some areas would still be left between the new woodland position and the approved northern extent of Upper Cambourne.

The alignment of Broadway has also been moved west, effectively taking up part of the Upper Cambourne development area. By massaging the northern boundary of Upper Cambourne to fit the new northern woods position and moving the northern areas west slightly to take account of the new route of Broadway, more open space for Upper Cambourne village Green can be provided, meaning the overall area for development remains the same whilst more useable open space is provided nearer more people as part of the village green.

EXISTING VEGETATION

The original masterplan was drawn up over ten years ago. In the intervening years some trees, hedgerows etc have died or been removed, whilst others have grown in size.

The revised masterplan gives us the opportunity to re-assess the value of existing vegetation and plan for it in a positive way.

ACCESS TO THE SETTLEMENT CENTRE

In order to achieve good connectivity between the Settlement Centre and the northern parts of Upper Cambourne, so encouraging greater use of non-vehicular transport and the potential for a bus route through this area, a spine road is provided heading from the area of UC04 in a north easterly direction to link back south to the village green.

PHASE 6 AREAS

Bearing in mind the preceding changes the first phase development cells for Upper Cambourne could not remain in the same location as shown on masterplan rev 24B. New phase 6 development cells - UC01, 02, 03, 04, 05 are shown. These, like the previous locations, are at the entrance to Upper Cambourne, framing the main road/s into the area. They will create the entrance to the neighbourhood and follow the entrance spine roads towards the village green. Three private housing development cells have been identified, together with one developer led social housing parcel and two LA led social housing parcel.



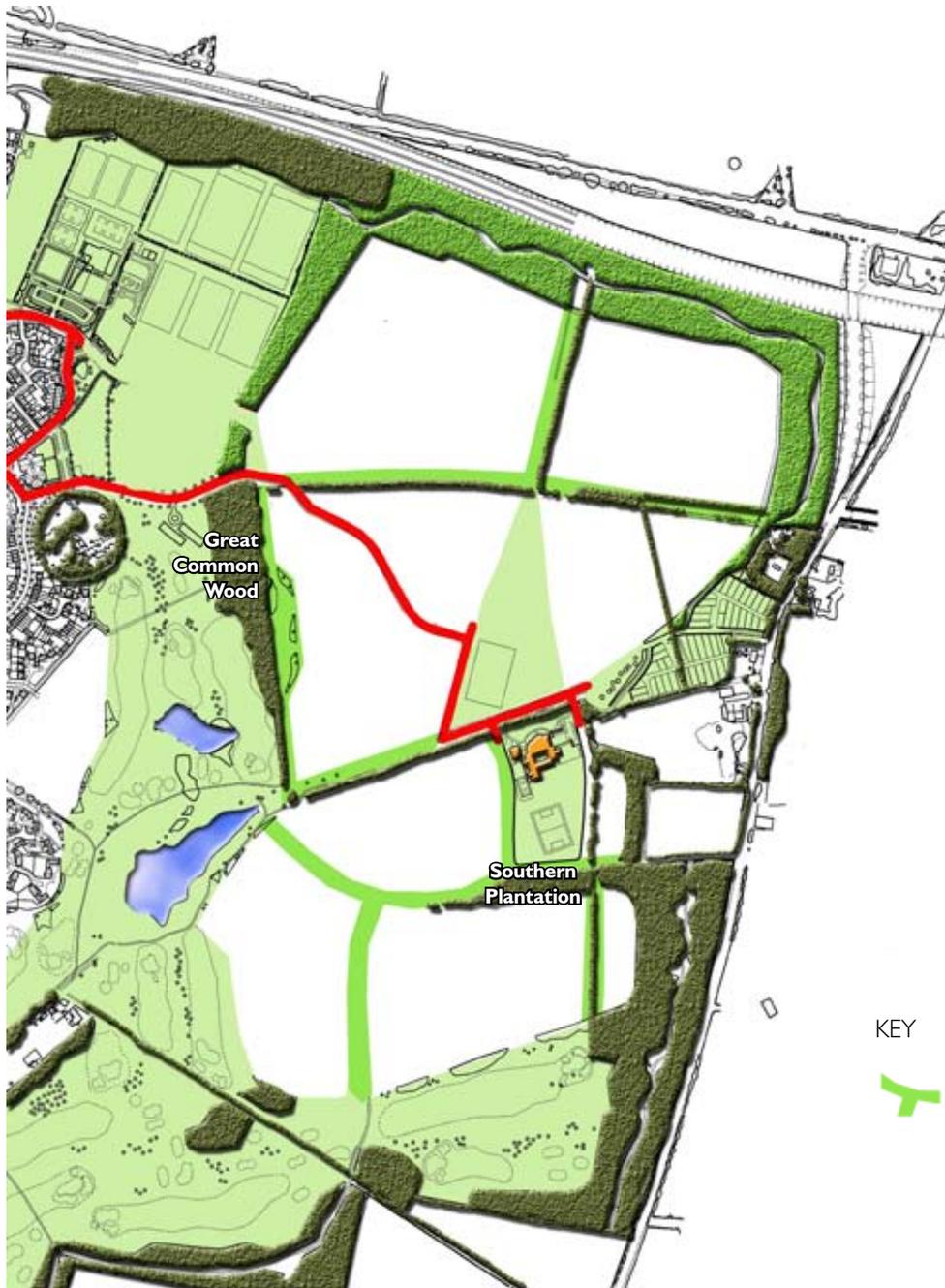


EXISTING FEATURES

The proposed layout for Upper Cambourne incorporates all the existing hedgerows into the scheme.

The new road to The Vines school is retained but re-aligned slightly at the north so it forms a continuation of Back Lane, rather than Eastgate. This will mean the main vehicular route to Upper Cambourne can avoid the Settlement centre, following Back Lane to the north of the Settlement centre instead.

Sensitive wildlife areas within Great Common Wood and the southern plantation will be preserved and protected.



VILLAGE GREEN & GREENWAYS

The 'village' green creates a broadly triangular area of public open space at the heart of Upper Cambourne forming a green link to the main hedgerows within the area.

Greenways will follow the lines of the existing hedgerows linking the centre of Upper Cambourne to the woodland and open space surrounding it.

East/west and north/south greenways will create wildlife corridors linking Great Common Wood and the Southern Plantation to each other and to the surrounding open spaces





MOVEMENT NETWORK

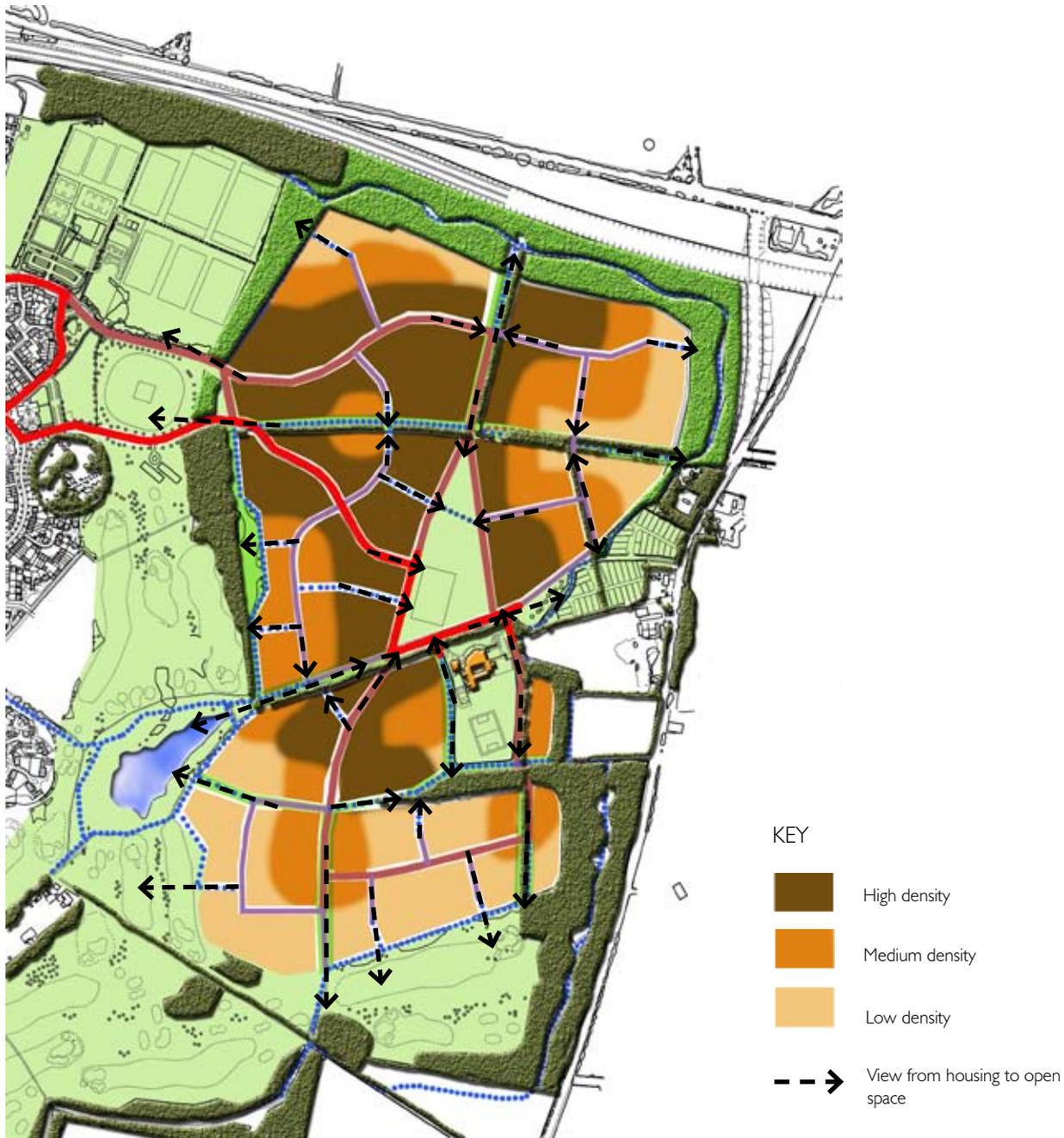
The movement network will create a logical, permeable network of vehicular and non vehicular routes giving direct access to the Settlement centre and the centre of Upper Cambourne.

This is a natural progression of the network shown in the Highway Design Guide, modified to take account of the updated shape and form of Upper Cambourne and conforming to current best practice in terms of the creation of 'places' through the use of grids and blocks.

From the entrance area the spine roads will fan out into the north and south of Upper Cambourne. Secondary routes will create a radial pattern around this fan to allow easy access to the settlement centre.

The entrance spine roads meet a main north south spine road running down the northern north/south hedgerow, along the west of the village green south to the golf course, to link to the centre of Upper Cambourne and the northern and southern extremities. A second north/south road runs along the east of the village green/school, then runs west to join the other north/south route. This creates a primary route through the whole of Upper Cambourne suitable for public transport.

Secondary routes radiate away from the village green giving direct access to the centre of Upper Cambourne.



DENSITIES

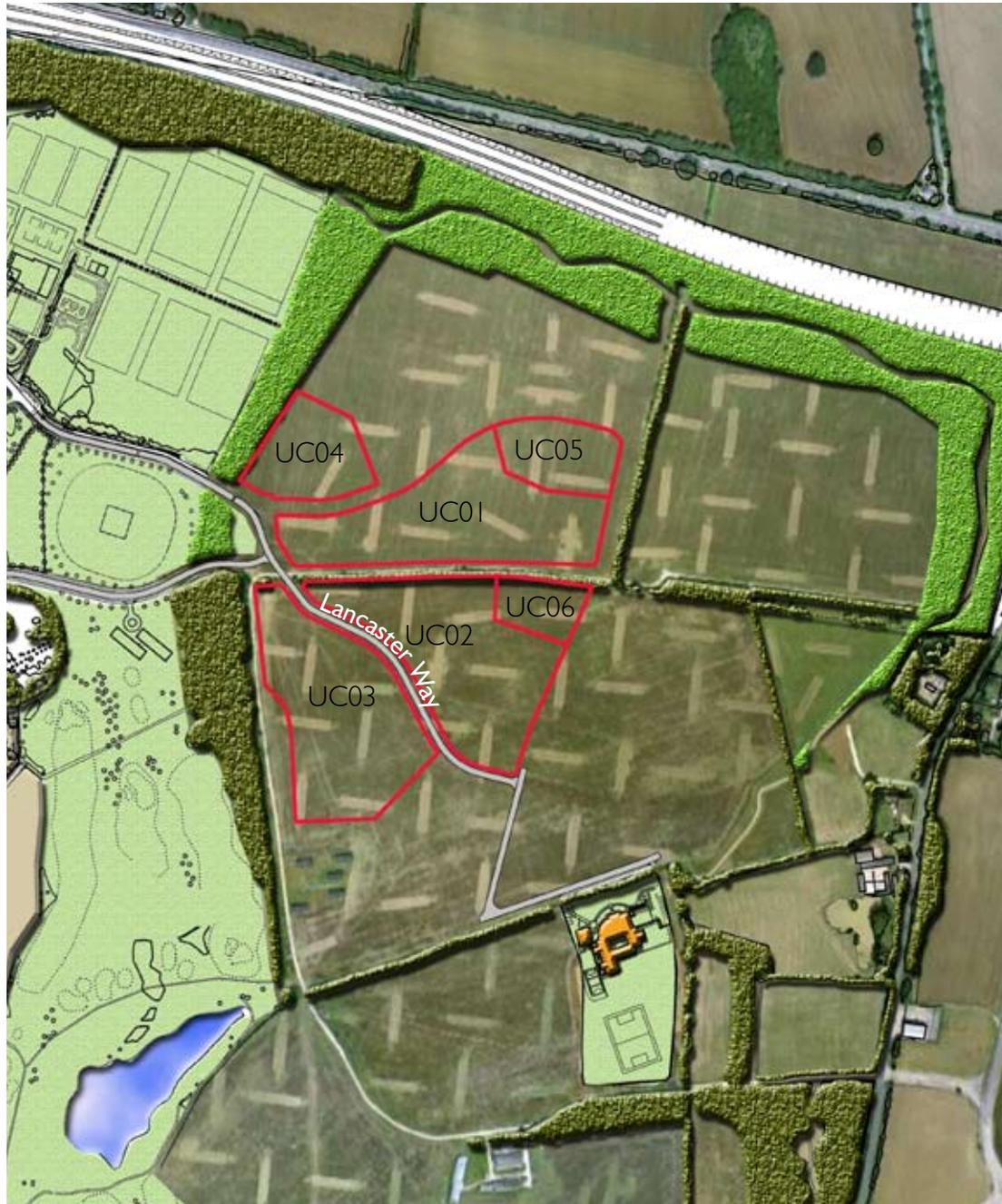
The highest density areas will be located along routes giving easiest access to the settlement centre and/or centre of Upper Cambourne.

Lowest density areas will be located adjacent to the open areas of the eastern valley and golf course to the south of Upper Cambourne, with some low density areas adjacent to the northern woodlands.

VIEWS

The masterplan has been designed to maximise the potential for long views from development areas to open spaces. These may be to the central green, the greenways, the surrounding northern and eastern woodlands or south to the wider countryside. The aim is to create a visual link from the housing areas to the wider landscape.





LOCATION AND SURROUNDING LAND USE

Phase I is located at the entrance to Upper Cambourne, following the main spine roads towards the neighbourhood centre and village green. To the west is the settlement centre, separated from Upper Cambourne by the green open space of the playing fields, cricket ground and proposed golf course.

To the north will be the re-aligned A428, in cutting, with earth bunding to its south. Between the A428 and Upper Cambourne, new woodland planting will create a visual buffer to the highway as well as extending the existing boundary woodlands and completing the circular recreational bridleway/cycleway/pedestrian track around the whole of Cambourne.

The east of the area is marked by more green space. The proposed village green forms the eastern edge of UC02, 05 and 06 at the heart of Upper Cambourne. North of this an existing hedgerow will form a greenway connecting the village green to the northern woodland.

A future development area lies south of the area with an east/west greenway just beyond this, linking Great Cambourne, the eastern valley/golf course and The Vines School.

TOPOGRAPHY AND DRAINAGE

The area sits on the Cambourne ridge and with UC01 being almost flat with shallow slope of 1:100 or less, falling away to the north and south.

Existing and proposed ditches along the boundaries of Upper Cambourne and along the existing hedgerows will carry surface water draining into the existing hydrological system.

VEGETATION

Great Common Wood is located west of UC03. This is a mature woodland with Ash, Hawthorn, Field Maple, Oak. It is surrounded by a hedge and ditch and public access is discouraged to protect its wildlife value.

South of Great Common Wood an existing mature hedge forms a barrier between UC03 and the golf course. This hedgerow is extremely valuable for wildlife and must be protected.

A hedgerow runs from the north of Great Common Wood in an easterly direction towards Broadway. This too is a mature hawthorn hedge with occasional other species such as Ash, Rose Elder, Maple. A hedge of similar age and species composition runs north from the centre of this hedge to the northern woods.

WILDLIFE

Great Common Wood and the hedge to its south are extremely important for badgers. This area must be protected.

Development adjacent to the east west hedgerow must also ensure that the legal requirements associated with its value to badgers are complied with.

ARCHAEOLOGY

Archaeological investigations have been completed for the whole UC Phase I area. Nothing of significance has been found.

VEHICULAR ACCESS

The area is currently accessed by Eastgate from the Settlement Centre, leading to Lancaster Way. This route will be maintained with slight modification. A haul route also accesses the area from Back Lane into the Settlement Centre. Back Lane will be extended and a new spine road constructed to serve the northern area of Upper Cambourne.

GREENWAYS AND PLAY SPACES

A pedestrian route will run north south through the proposed woodland between the sports fields of Upper Cambourne. This will extend south to the east of Great Common Wood to Brace Dein Greenway. It will be separated from Great Common Wood with dense planting of Blackthorn to discourage access into this sensitive area.

Brace Dein Greenway follows the existing hedgerow from Lake 2 to the Vine School and is a well used pedestrian route linking the area to Great Cambourne.

The existing east/west hedge between UC01 and 02 will create a new Greenway linking the north of Upper Cambourne to the Settlement Centre, the north/south hedge will also form a valuable new greenway connecting Upper Cambourne village green to the northern woodland.

The Cambourne Play Strategy shows a LEAP on the cricket field area, to the west of Upper Cambourne, to serve parts of UC01, 02, 03 and 04. A SIP will be located where existing east/west and north south hedgerows meet, to the east of UC02/06. A combined LEAP/NEAP will be located on the southern area of the village green.





ACCESS DESIGN AIMS

The aim of the access and circulation strategy for Upper Cambourne is to create:

- a permeable pattern of development
- a legible and easily navigable pattern and hierarchy of roads
- a pattern of highways that give as much emphasis to people as to cars
- good pedestrian links to greenways and open spaces
- a highway pattern that is responsive to its setting and creates spaces of interest and variety

PRIMARY ROUTES

The existing road through the area will be retained as the main access for Upper Cambourne. It will be slightly modified to create an extension of Back Lane into the centre of Upper Cambourne.

A new spine road will be created off the existing road, running north east to serve the northern part of Upper Cambourne. This new road will run sharply south and then follow the north/south hedge/greenway to the Village Green.

Together with the greenway these two roads create a series of vehicular and non-vehicular routes fanning out from the east of the Settlement Centre giving direct and easy access to the central facilities for the whole of Upper Cambourne.

KEY

-  Direction of main vehicular route
-  Direction of main non-vehicular route
-  Phase 6 development area
-  Later development area



MINOR ROUTES

Secondary routes will run through the centre of the development cells creating a near concentric pattern of routes linking the spine roads and other routes.

Other routes enhance this concentric pattern and link towards the centre of Upper Cambourne. Together these roads will form an easily navigable pattern creating direct routes to the Settlement Centre and village green.

ROAD ALIGNMENT

The Cambourne Highway Design Guide must be complied with for the design of all highways.

Secondary and tertiary routes should generally be comprised of relatively straight length of highway, parallel or perpendicular to the main routes. This will ease orientation and navigability of the movement network. Curving, winding routes should be avoided as people can easily lose orientation.

ROAD HIERARCHY

The movement network must be designed to differentiate between the spine roads, secondary roads and minor routes. Road width, building setback, surfacing, boundary treatment, lighting and landscape can all be used to create this differentiation.

KEY

-  Approximate route of secondary vehicular route
-  Approximate route of minor vehicular route
-  Approximate route of non-vehicular route





BLOCKS AND GRIDS

The movement network creates a series of blocks arranged within a grid of streets, lanes and pedestrian paths. This accords with current best practice relating to creating 'places' as set out in PPG1 and the approved SCDC Residential Design Guide.

The orientation of the blocks is, where possible, arranged to maximise solar gain.

NODES

The movement network creates a series of "nodes" where activity and routes are concentrated. The linear nature of the routes will create a series of vistas that also converge at these nodes. The nodes will become important "landmark" spaces aiding navigability and orientation. Buildings should acknowledge these nodes by framing them, setting them off and creating focal points to highlight their importance through the use of changes in building height, character or materials.

VIEWS AND VISTAS

Development should be designed to create a series of views and vistas framed by built development terminating at focal points and nodes. This enables views into or out of their parcels to be anticipated and planned for prior to the design or construction of adjacent parcels. The aim is to create an overall scheme with a strong sense of place, connectivity, permeability and cohesion.

KEY



Approximate location of Nodes



OPEN SPACES

A series of open spaces has been planned throughout the development at appropriate junctions, nodes and points of interest. These spaces should vary in their treatment to help emphasise the different character of different areas and so heighten the sense of place within a particular area.

The general character of the Phase I area is quite urban, it forming a direct link between the very urban, dense character of the settlement centre, and the centre of Upper Cambourne.

As such most of the open spaces within this phase should be “hard” and urban in character. A series of urban squares should be created for this phase, in the centres of each development parcel to emphasise the nodes and vistas.

The exception to this should be small green spaces along the western edge of the area and adjacent to the east/west greenway.

The rationale for the open spaces is to add interest to the street scene, to highlight nodes and to create natural meeting places. In addition to these uses the open spaces may also contain areas suitable for LAPs.

LAPs should be provided in each development cell in accordance with the approved Play Strategy (all units within 100m of a LAP or larger area of open space with LAP characteristics). At least two LAPs shall be provided in each of UC01, 02 and 03, and one LAP in UC04, 05 and 06. LAPs must be located to allow safe access and use in relation to the highway network.

KEY

-  Approximate location of hard urban spaces
-  Approximate location of soft informal green open space





BUILT FORM AND ENCLOSURE

The built form of buildings and high garden walls should combine to enclose spaces, frame views, create pinch points, and generally add to the character and sense of place of individual areas within the development.

Adjacent development parcels should visually merge as the enclosure and built form of one should connect visually with that of its neighbour.

The relative space between buildings, either across the highway corridor, or between adjacent neighbouring buildings is a vital element in creating and enclosing spaces and framing and opening up views. It is the success of these spaces that will add to the success of the whole scheme.

Building form, position and layout must be carefully considered therefore to work with the other design elements to create a holistic cohesive scheme.

VIEWS AND BUILDING ORIENTATION

The Cambourne Design Guide states that public open spaces, such as roads, greenways and village green should have buildings fronting where ever possible.

The sports area woodlands should also have buildings fronting them to maximize surveillance over the pedestrian routes through this area.

Great Common Wood and its southern hedgerow are sensitive for wildlife but also have an important north/south pedestrian link running along their eastern edge. Because of this, buildings should front on, or be side on to this area, but vehicular access and drives should be restricted from the edge of this area.

The orientation of blocks does, where possible, allow individual units to have glazed areas facing south and so benefit from solar gain.

Advantage should be taken of Upper Cambourne's location on the top of a ridge to maximise long views and open vistas to open space both adjacent to and distant from, the development.

FOCAL POINTS AND PINCH POINTS

For key locations the design of individual buildings will be important. Careful consideration must be given to the design of the building and space where views or vistas terminate.

The detailed design of buildings and landscape at the entrance to Upper Cambourne and the nodes along the eastern edge of this phase will also be critical in creating a strong sense of place and character for Upper Cambourne.

As well as focal buildings/spaces, pinch points should be used to emphasise place and character and contrast with open vistas. Buildings may be positioned close together to create "gateways", define squares or emphasise linear spaces.



LANDSCAPE THEMES

Both spine roads should be framed by tree planting. The south east route should have a broad urban character with tree planting within front garden spaces and be semi-formal.

Sorbus aria should be the dominant species. Pine and Larch may be used as focal trees to reinforce the unique sense of place and character to Upper Cambourne.

Along the north east spine road the tree planting will be in the verge in informal groups. A mix of Sorbus varieties may be used here.

Along the greenways Sorbus, Field Maple, Hawthorn and Cherry may be used.

Within the housing areas Sorbus, Field Maple and Cherry should again be the dominant tree species.

KEY



Approximate location of structural tree planting areas





DENSITY

Within this document density refers to character rather than numbers. An area could have a high density character, with a narrow highway corridor, buildings set close to the back of pavement, and continuous built enclosure, but could have relatively few dwellings. Conversely an area could have a low density character with wide open spaces and a relatively small built footprint within it, but contain a relatively large number of dwellings in the form of apartments.

The higher density areas should follow the spine roads (potential bus routes) ensuring maximum people live as close as possible to public transport.

The inner areas of each development cell may be lower density.

The western edges, especially adjacent to Great Common Wood should be lower density.

Overall numbers of units for this phase as a whole should accord with the approved housing schedule. Layouts should be design led rather than numbers led and must accord with the requirements of this document regarding all issues including density character.

KEY

-  Approximate extent of high density
-  Approximate extent of medium density



CHARACTER ZONES

A series of character zones are identified in order to ensure consistency of design between adjacent development parcels, to create a logical change in character through the development, and to enhance legibility and a sense of place within different parts of the development. These character zones take their cue from their location within the scheme and from the features they contain or areas they abut.

The boundaries of these zones are not arbitrary but are a product of the existing site features, surrounding land, and views. They are determined by the visual envelope of the main open spaces: Greenways, adjacent open space and main movement corridors with the areas.

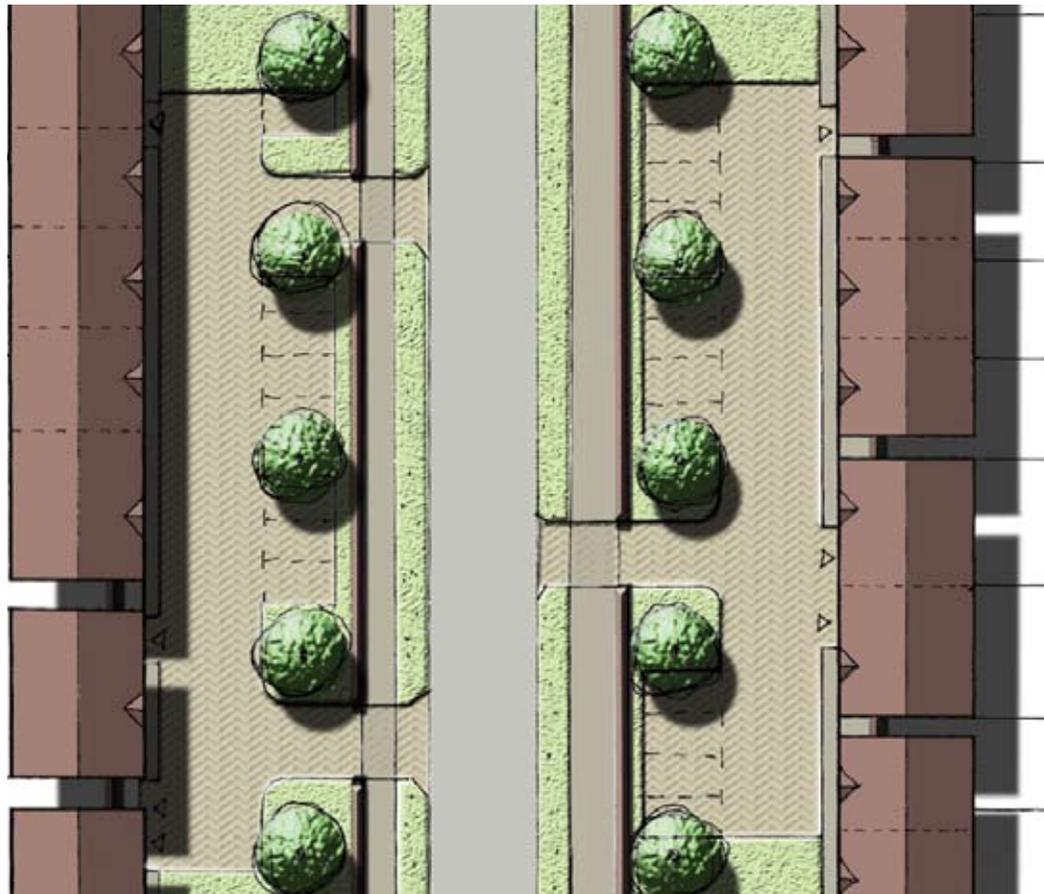
The boundaries of character areas should not be seen as hard and fast; sometimes it will be appropriate for them to blend into each other, at other times the design may be heightened by a sudden and dramatic change of character between one area and the next.

ENTRANCE ZONES

This area forms a "gateway" to Upper Cambourne. Its proximity to the settlement centre means it should have an imposing, formal, urban character, differentiating it from the entrance to Lower Cambourne. Buildings here should generally be three storey, linked or with wide frontages. Focal buildings will be visible on all three sides of the entrance "green" whilst buildings forming pinch points adjacent to the spine road should create "gateways" into Upper Cambourne.

Upper Cambourne railings should be used as the front garden boundary along this area and Sorbus aria be the dominant tree species.





Sothern spine road

SOUTHERN SPINE

The southern spine is the main route into Upper Cambourne. It must have a formal urban character with strong enclosure to mark the importance of this route. Buildings should be three, two and a half or two storey with near continuous frontage to the road. Gaps between building frontage should be filled with tall walls 1.8m high min.

The frontage boundary should be dwarf wall with Upper Cambourne railings immediately to the rear of the footways. Buildings should be set back approx 17.0m from the road to allow space for tree planting, parking and access at their front. Trees in frontage areas should be planted 2.5 m behind the frontage wall at 12.0 spacing to create a regular avenue along the spine road.

NORTHERN SPINE

The northern spine is the main route to the north of Upper Cambourne. It should have a formal urban character at the west, becoming less formal as it heads north east. Buildings should be two, two and a half or three storey with more two storey units to the north east. The frontage should be near continuous to the west, but become more fragmented to the north east. Buildings should be set back 2 - 4 m from the footway. The frontage boundary should be dwarf wall with Cambourne railings along the entire length..

Buildings set back should be 2.0 – 4.0 m to the west, generally 4.0 m to the north east.



Northern spine road east, 2 storey dwelling, trees in verge

EAST WEST GREENWAY

Buildings should overlook, frame and emphasise the east west greenway. Building height will generally be 3 storey to the west decreasing to 2 storey to the east. Direct pedestrian access must be provided from the units to the greenway path.

The frontage boundary treatment should be the Upper Cambourne railings with hawthorn hedge to the rear.

VILLAGE GREEN AND NORTHERN GREENWAY FRONTAGE

The village green frontage should have large units, linked or detached with a mix of heights to create a fragmented roof line. High garden walls should fill spaces between units to maintain visual enclosure. Ensuring some units are side on to the village green will allow glimpses over these walls to trees within the gardens. Front garden boundaries should be dwarf walls or railings with hedges.

There should be a variation of building set back, generally 2 - 7m in front of the village green, increasing to 5 - 8m further north along the greenway



East/West greenway east, 2 storey units overlooking greenway

WESTERN BOUNDARIES

The western areas form important pedestrian linkages to the woodland and open spaces to the west. The scale of buildings here should be smaller, generally two storey detached units. Gardens and green should link to the adjacent woodlands bringing the woodland areas "into" the development.

CENTRAL AREAS

The central areas of each development cell should be focused on one, or a series of, urban squares. These may be designed as "Homezones" and should clearly identify these areas as pedestrian friendly housing areas rather than spine roads.





Example of successful urban squares at Great Cambourne



Example of successful formal linked units with a mix of house types and heights



Example of good enclosure using garden walls and mix of house types/heights



Example of successful green open space on the edge of Lower Cambourne



Example of strong enclosure with garden planting visible behind boundary wall

PLACE MAKING

Designs should concentrate on creating successful 'places' for people. Building layout and style, hard and soft landscape, highway design and use of materials should all work together within individual development cells and must take account of adjacent development and site features. Completed schemes should create identifiable spaces with local character and distinctiveness, that when combined create a strong overriding character for Upper Cambourne.

CAR PARKING

Car parking will be provided at a rate of two spaces per unit. On street parking and integral garages can be used in combination with rear parking and parking courts. On street parking can be used to assist in traffic calming. Parking courts must be designed to create secure areas. Garages to the rear of properties must only be used where they do not result in small rear gardens.

SUSTAINABILITY

Previously there has been no requirement for housing at Cambourne to achieve an Eco-homes standard. For this phase of development, housing will achieve an Eco-homes standard of 'good' as a minimum, with the aim to achieve higher ratings where viable.



Examples of more contemporary house types already used at cambourne

DESIGN STYLE

Cambourne's design philosophy has always been to create a place with a strong south Cambridgeshire character. House types, materials and details have sought to achieve this traditional look whilst complying with contemporary social, commercial and planning needs.

The aim for Upper Cambourne is to continue this theme into the 21st century, re-interpreting the best of the local vernacular, mixing traditional and contemporary design to create a place with local character and 21st century style.

Contemporary style buildings have already been built at Cambourne. The character of Upper Cambourne will continue this contemporary style whilst retaining elements and materials traditionally found in South Cambridgeshire.



