

Knebworth Neighbourhood Plan

2019 – 2031



PRE-SUBMISSION VERSION

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1 Introduction

1.1 Purpose of a Neighbourhood Plan

A Neighbourhood Plan (sometimes called a Neighbourhood Development Plan) is a way of helping local communities to influence the planning of the area in which they live and work. It can be used to develop a shared vision for your neighbourhood, choose where new homes, shops, offices and other development should be built, identify and protect important local green spaces and influence what new buildings should look like.

1.2 Knebworth Neighbourhood Plan Area and Qualifying Body

Knebworth Parish Council (KPC) is the Qualifying Body for Knebworth Parish. At the Parish Council meeting on 9th March 2016 the KPC voted (Minute 8) to commence the development of a Neighbourhood Plan and to register the whole of Knebworth Parish as the designated area for Knebworth Neighbourhood Plan.

At the Parish Council meeting on 13th April 2016 the KPC discussed (Minute 8.1) the forthcoming North Hertfordshire District Council Local Plan (NHDCLP) and agreed that it should try to influence development in the parish through a neighbourhood plan. The Council approved the terms of reference of the Steering Committee for the Neighbourhood Plan.

1.3 National and Local Planning Policy

There are several key pieces of legislation relating to planning and development including the Town and Country Planning Act 1990. The Localism Act 2011 is also relevant, as it provides a statutory regime for neighbourhood planning, and allows qualifying bodies, (such as parish councils), to influence more directly the way in which their locality is developed.

The Neighbourhood Planning (General) Regulations 2012 set out the legal process by which this can be achieved. Essentially, Neighbourhood Plans must be in line with higher level planning policy; and support strategic planning policies set out in Local Plans – in our case, that of North Herts District Council (NHDC). (Neighbourhood Plans must also comply with European Regulations on strategic environmental assessment and habitat.)

Through their Neighbourhood Plan, local people can set policies for their area on issues relating to new development and, once the Plan has been through the legal process and formally made, it becomes part of the strategic Local Plan for the area - and must be used by local planning authorities when making decisions on development proposals.

The Government's 2019 National Planning Policy Framework (NPPF) (NPPF, Feb 2019) sets out its planning policies for England, and how these are expected to be applied. It is based on the fundamental principle that the purpose of planning is to help achieve sustainable development, i.e. growth which ensures that better lives for us does not mean worse lives for future generations; and which reflects the fact that our natural environment is essential to our wellbeing.

In launching the NPPF, The Rt. Hon. Greg Clark MP (then Minister for Planning) said "Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives".

The NPPF's key concept is the involvement of local people and their accountable councils, through producing their own distinctive local and neighbourhood plans, reflecting the needs

and priorities of their communities. Consequently, in developing the Knebworth Parish Neighbourhood Plan we have taken the NPPF principles into account and considered not only the current needs of our parishioners, but also likely future needs – particularly given the information and preferred options for development contained in the Consultation Paper published by our accountable council in December 2014: “North Hertfordshire District Council Local Plan 2011 – 2031.”

When considering positively the housing needs of our community, and the potential options for future development within Knebworth Parish, we have borne in mind the three mutually dependent dimensions of sustainable development, which require the planning system to perform a number of roles. These are:

- An economic role: contributing to building a strong, responsive and competitive economy, by encouraging development to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role: supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- An environmental role: contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Alongside these, we have considered Knebworth Parish’s particular characteristics such as location, historic environment, population, amenities, parking facilities, infrastructure etc; and the views of its parishioners on the key issues impacting on life in our community and future development within it.

In doing so we believe we have produced a balanced summary of those issues - and positive proposals to address them, as set out later in this Plan. By working in partnership with stakeholders we aim to achieve creative improvements to, and better future development of, our parish while protecting and enhancing its character and environment.

References to NHDCLP relate to North Hertfordshire District Council Local Plan (Proposed Submission Version October 2016), unless otherwise stated.

1.4 Process of preparing the Neighbourhood Plan

A Neighbourhood Plan Steering Committee was established chaired by a member of the KPC, and made up of other members of the KPC, the Parish Clerk, a local District Councillor and a number of volunteers from the local community. Subsequently the Steering Committee has evolved to have more volunteers including the chairman.

The preparation of the plan can be broken down into 4 broad stages:

- Survey of all households in the Parish to establish the priorities for the local community. The Steering Committee established a vision for the parish.
- Establishment of 6 sub-committees to research the key areas identified by the survey. Each group researched its own topic, engaged with the community where appropriate and undertook surveys to establish a vision and a set of objectives.

- Each group developed a set of objectives to support their vision and objectives and collated evidence to support those policies.
- All objectives, policies and evidence were brought together to form a cohesive plan.

1.5 Community Engagement

Throughout the process there has been continuous engagement with the local community as set out in the Consultation Statement. An overview of the consultations is set out below.

- The process started with a survey of all households in the parish.
- There have been 2 Open Days at different stages of the process. The first was to inform the community about the plan and our vision. The second was to enable the community to review the draft policies.
- There have been presentations to the public at all Annual Parish Meetings to keep the community informed about progress of the plan.
- There have been regular updates in the Parish Newsletter and in the newsletters of adjacent parishes.
- The committee has engaged with the two main landowners whose land is proposed for development within the parish in the NHDCLP.
- There has been consultation with local bodies such as the police, the doctors' surgery and the Patient Participation Group (PPG), the school, the local Scouts and Guides, local businesses, the Football Club and other groups and societies who were perceived to have a view on developments within the Parish.

1.6 The Neighbourhood Plan Evidence Base

The evidence for this plan has been gathered from feedback obtained from the local community as detailed above. It has also been taken from various British Standards, advisory documents and Statutory Documents all of which are referenced where appropriate in the plan. Additional evidence has been borrowed from the NHDC Local Plan evidence base and from the 2011 census.

2 Knebworth Parish

2.1 History of Knebworth

2.1.1 Introduction

Knebworth is a parish comprised of a principal village of around 2,500 dwellings and several outlying settlements. It is completely surrounded by green belt and encircled by much larger towns; within 15 km are the Hertfordshire towns of Stevenage, Welwyn Garden City, Hertford, Hatfield and Letchworth, and Luton in Bedfordshire.

The first written record of Knebworth is in the Domesday Book. It records an entry of a typical agricultural village for hundreds of years, dominated by a large manor, and surrounded by a small farming community.

Throughout the 1800's, Knebworth had changed very little, but by the end of the century the industrial revolution was finally having a dramatic effect. The population had doubled, and new trades and professions were arriving. This was all due to the opening of the railway station.

2.1.2 Knebworth Garden Village

The opening of the railway station (Figure 1 (left)) about one mile from the village (now Old Knebworth) and just to the west of the Great North Road in February 1884 created a new and separate settlement which, according to a map made at the beginning of the 1900's, became known as Knebworth Station. There were already a number of small cottages and some farm buildings in the area that dated from the 17th and 18th centuries (Figure 1 (right)).



Figure 1 Knebworth Railway Station (left) and Cottage in Old Lane (right)

New properties were built, and new people moved into them creating a whole new village, to be known later as New Knebworth, then, just as Knebworth, with the original village becoming known as Old Knebworth.

At the beginning of the 20th century, a plan was devised for the development of a 'garden village' at Knebworth, along the lines of the Garden City at Letchworth which had started in 1903. An estate of 800 acres was laid out, but the plan never totally materialised.

In 1898, when Ebenezer Howard wrote his ideas for a garden city in his book 'Tomorrow – A peaceful path to real reform', it was in response to the problems of squalor, congestion and poverty that he saw in London. It inspired him to believe that he had the solution to the problem of the uncontrolled growth of towns, and the migration of people from the countryside to the towns, seeking jobs and homes. His idea was to create a 'Garden City', where there would be comfortable, well designed houses, with gardens set in tree lined streets. The factories would be clean, healthy and safe places to work in, and would not pollute the environment. The countryside would be brought into the town.

The then current lord of the Knebworth Estate, Victor, Lord Lytton was inspired by Howard and developed a plan to create his own garden village in Knebworth. In 1904 he consulted with his brother in law, the architect Edwin Lutyens and in 1908 he approached Thomas Adams, who was managing Letchworth Garden City, to take on responsibility for managing the whole Knebworth project. Adams accepted and visited the estate in January 1909.

By 1910 around half the houses in Pondcroft Road, Milestone Road, Westland Road and Station Road and other houses in Park Lane and London Road had been built by contractors to various different styles (Figure 2).

Lutyens employed architects Pepler and Allen. George Pepler was a colleague of Raymond Unwin who was working at Letchworth, and together they founded the Town Planning Institute. His partner was Ernest G Allen, and in 1908 they won two gold medals at the Wolverhampton Model Housing Exhibition and also designed houses for Hampstead Garden

Suburb. Another architect was C M Crickmer who was also designing both for Hampstead Garden Suburb, and Letchworth. The Knebworth scheme was therefore attracting the most influential architects of the day (Figure 2).



Figure 2 Pondcroft Road single storey homes (left) Lutyens designed shops (right)

In 1908, plots of land were being bought up by local builders, and in September 1909 the Lord Lytton held a meeting with local residents to explain the arrangements he was making for the development of his land.

He explained that, following the example of Letchworth, Bourneville and other Garden Cities, he had decided to have a proper town planning scheme. It provided for wide main avenues, ample recreation spaces, and large gardens. The average number of houses to the acre was less than 10. The first part of the scheme was Stockens Green where some houses were built around a large public green space (Figure 3).



Figure 3 Spacious greens Stockens Green

In 1912 a County Council school was erected in London Road large enough to accommodate all the elementary school children from the newer part of the village. It has been expanded over the years and is currently a Primary and Nursery School for just over 400 children.

2.1.3 The First World War and After

During the First World War, building everywhere in the country came to a grinding halt and the cost of materials rocketed. At the same time, the 1918 Labour Party manifesto wanted “a substantial and permanent improvement in the housing of the whole people. At least a million new houses must be built at once at the State’s expense, and let at fair rents, and these houses

must be fit for men and women to live in.” Responsibility for providing cheaper housing was now being met by the local authorities, and the co-partnership model went out of fashion.

New housing was being provided at Welwyn Garden City, Hatfield and Letchworth, meaning there was more availability of homes. The 1930s was a period of depression and high unemployment, so the idea of home ownership was out of the question for most people. The Town and Country Planning Act came into force in 1947 and responsibility for the approval of new homes came under the local authority. All these factors probably contributed to the slow down, and eventual curtailment of the Knebworth Garden Village plans.

2.1.4 Post First World War

After the first world war Oakfields Avenue, Oakfields Road, Gun Road Gardens (Figure 4) and part of New Close were built. After the second world war an entire council estate was built west of Gun Road Gardens and part of the land between Park Lane and Stockens Green was in-filled.



Figure 4 Oakfields Avenue (left) and Estate west of Gun Road Gardens (right)

2.2 Later Developments, into the 21st Century

Then in the mid 1970’s a number of developments occurred. A large estate of around 180 dwellings known as the Wimpey Estate was built to the west of the development between Park Lane and Stockens Green, later being increased to around 200 homes. This estate was built to a style typical of the period and brought a new era to the style of Knebworth.

Two large houses next to the old Great North Road, Pelham Lodge and Warwick Lodge were pulled down and 68 flats and maisonettes known as Haygarth were built. Gun Farmhouse was demolished, and 30 dwellings were built on the site, now known as Sayer Way (Figure 5) and a number of warden-controlled flats were built in Deanscroft.

In the early 1980’s a further 100 dwellings were added to the south west corner of the village built on former farmland and known as the Rialto Estate (Figure 5). In hindsight the design of this estate can be regarded as not following the original Garden City principles and consequently has minimal green space for the residents to enjoy.



Figure 5 Properties in Sayer Way (left) and Woodstock, Rialto Estate (right)

Around the same time a smaller development was undertaken adjacent to Old Knebworth consisting of 15 high quality dwellings arranged around a village green, adjacent to the Lytton Arms Public House. It is actively managed by Old Knebworth Amenity Company. The layout has successfully engendered a community spirit among the residents and the existing properties in the area. Subsequently, a further 9 properties (Manor Farm Stables) were built in the vicinity and reflect the original use of the buildings (see Old Knebworth Conservation statement (NHDC, n.d.)).

During the late 1980's a second Wimpey Estate (Figure 6) was built on a brownfield site adjacent to the railway station. This consisted of approximately 125 dwellings and Knebworth Village Trust was formed in 1987 to administer the planning gain from this development. The Trust encourages grant applications from organisations active in the village, in order to distribute funding locally, including planning gain from developments.

The great majority of this development took place to the west side of the village and is separated from the old Great North Road, now B197, by the railway line with only three narrow bridges for traffic to pass through – Gun Road, Station Road and Deards End Lane.

This was not a great problem for many years but the increase of private car ownership in the latter half of the 20th century has led to these three crossings becoming pinch points, particularly Station Road Bridge. All three have a carriageway barely wide enough for 2 cars to pass and one narrow pedestrian walkway.



Figure 6 Kerr Close, 2nd Wimpey Estate (left) and Constance Court (right)

Since the year 2000 there have been a number of small but significant developments around Knebworth. There was a Boys Home in a large 3-storey house at 111 London Road. During the late 1970's it became emergency accommodation for the homeless and later it was home to a children's nursery. Since 2010 it has closed and been demolished. The site is now Constance Court, 26 flats for the over 60's.

In 2006 the Station hotel car park was sold and now has 8 flats, and around the same time a private residential property a few hundred metres away across the road was also redeveloped into 6 flats. In 2007 a garage at the rear of St Martins Road Car Park was demolished and replaced with sheltered accommodation, 23 flats for the over 55's.

Bulwer Lytton house, a home for the elderly built in 1981 and run by HCC was sold in 2013 and is now Oak Tree Gardens, a development of 13 detached dwellings. The former Hamilton Billiards company close to the railway station closed and was sold along with an adjacent site. A block of luxury flats, 1 & 2 Park Lane, have been constructed on the site and with another 10 flats in Redemption House, formerly Station House, adjacent to the railway station. A large builder's merchant, Chas Lowe Builders, located adjacent to London Road in the area known as the 'high street' closed in 2018 and has become retirement/assisted living flats; 47 flats for the over 70's.

Most of these recent developments have been on brown field sites at the expense of commercial properties. The St Martins Road Car Park development meant the closure of a car repair business. The Oak Tree Gardens development replaced a care home and 1 & 2 Park Lane is on the site of Hamilton Billiards, set up in the 1970's and the adjacent site which has been a wood yard, a van hire company and a call centre among other things.

Chas Lowe Builders Merchants started in Knebworth in the late 40's. It was a family run business that employed quite a few local people. It closed in 2018 and has become flats. This means that since 2000 housing numbers in the parish have risen while employment opportunities have fallen.

2.3 Knebworth Today

During the last 50 years around 1,000 new homes have been built in and around Knebworth though there has been little or no improvement in facilities, amenities or infrastructure. The issues about the narrow railway bridges persist as most traffic in and out of the village uses the B197. There are widespread concerns that all three are dangerous for pedestrians, particularly Station Road Bridge.

Much of the development has not been sympathetic to the character of Knebworth, and yet the Lutyens Garden Village concept still has a significant impact on the culture and style of the village. When viewed from adjacent countryside the village has a green and open appearance, which is the legacy of Victor Lytton and Edwin Lutyens' vision (Figure 7) and (Figure 51). Future developments within Knebworth should enhance those aspects of Knebworth and not further the construction of badly designed, badly laid out, overcrowded developments of the 1970's and 1980's.



Figure 7 Village appears green and open (left), C21st Green spaces and trees (right)

Although the original Garden Village concept is no longer in line with current thinking on Town Planning, the spirit and intention of the plan was sound and still relevant today. In the early 20th century the concept of a Garden Village was visionary and futuristic. Now, in the early part of the 21st century visionary and futuristic developments will have minimal environmental impact, be designed to enhance social cohesion, be well connected for cycling, walking and public transport, be designed and laid out in a manner that makes them pleasing places to live, with plenty of trees, without coalescence with neighbouring towns and villages. And that is what this Neighbourhood Plan is intended to achieve.

2.4 Local Statistics

Local statistics are available from the Office of National Statistics is available from (Nomisweb.co.uk, n.d.). A snippet of the information available is below:

- Knebworth has a population of 4,496 people in 1,935 households
- There are 3,262 residents aged between 16 and 74. Of these, 76.9% are economically active (North Herts comparison = 74.9%) and 12.2% are retired (North Herts comparison = 13.3%).
- There are 2,912 cars or vans in the parish, an average of 1.5 cars per household. The average for North Herts is 1.38 per household.
- Home ownership is 68%, which compares with 65.6% for North Herts.

3 Vision and Objectives

3.1 Vision

A draft version of the vision and objectives was presented to the public during the open days in April 2018. As a result of the comments received, the vision was updated and improved. The vision takes into account the need for growth whilst maintaining the character of Knebworth and minimising the impact on the environment.

Knebworth aims to be a vibrant and inclusive village community, a great place to live that is distinct and separate from its neighbouring communities. A place that aspires to good design and improved environmental performance where everybody has access to green spaces. A community that will accommodate sustainable growth and development in its population, services and infrastructure that embraces our values, has the minimum impact on local nature and wildlife and that ensures Knebworth's fundamental rural character is maintained.

3.2 Objectives

In order to ensure the Neighbourhood Plan's objectives were derived from the vision statement, the adjectives in the statement were highlighted and colour coded. The adjectives included: Inclusive, Vibrant, Separate, Sustainable, Character, Access and Impact. Objectives were written to achieve the highlighted words. These objectives were consulted on at the same time as the vision statement, during the Open Days in April 2018, and then amended to remove overlaps and fill gaps. The list of objectives is as follows:

- A. **Maintain the distinctiveness and separation of Knebworth from nearby towns and villages**
- B. **Support existing employment locations within the built-up area and encourage new employment opportunities throughout the parish**
- C. **Encourage and support a diverse range of retail and service uses in the village centre, retain and protect the 'high street' retail frontage and retain the two public houses**
- D. **Encourage the provision of suitable buildings for small scale businesses (including community shops) within new residential developments**
- E. **Encourage the growth of home-based businesses including the provision of shared workspaces**
- F. **Ensure all new developments are inclusive and accommodating to the different needs of local residents including affordability and accessibility**
- G. **Promote best practice in environmental performance of all construction projects to achieve low energy usage, incorporate renewable energy initiatives, conserve water, re-use building materials, provide electric car charging points and ensure all new buildings are carbon-neutral**
- H. **Require all new development to be of high-quality design and contribute towards Knebworth's character by being sympathetic to design of surrounding areas**
- I. **Retain the existing architectural character of the Garden Village, conservation areas and other heritage assets**

- J. Create attractive, easily accessible safe neighbourhoods through good design following the principles of 'Placemaking'
- K. Seek cost effective and innovative solutions (underground parking in major developments) to minimise the amount of land taken up with car parking
- L. Ensure that all current and future amenities, medical facilities and service provision are inclusive, easily accessible and do not diminish in terms of quantity and quality to serve the growing population
- M. Protect, enhance and increase accessibility to, and the number of, green spaces for recreational and health use
- N. Identify options for provision of a community information space
- O. Ensure future school and pre-school provision meets local needs, is high quality, offers choice, and includes appropriate accommodation, adequate facilities and safe and convenient access routes
- P. Find a solution to the 'high street' traffic and parking problems
- Q. Negotiate for the provision of disabled access to rail station platforms
- R. Support and encourage use of sustainable modes of transport including ensuring access roads through new developments are suitable for bus routes
- S. Provide guidance on eliminating air, light, soil, water and noise pollution
- T. Lobby appropriate bodies to undertake required improvements to eliminate current flooding problems and ensure new development is designed to prevent future flooding issues
- U. Protect key views and character areas from the negative impact of new development
- V. Preserve existing and design integral wildlife corridors and habitats into new developments to improve biodiversity, reducing public lighting to the minimum needed to ensure residents' safety where light pollution impacts wildlife

3.3 Objectives mapped to Policies

Each Neighbourhood Plan policy or item in the Action Plan will help to deliver one or more of the objectives listed above. A table showing the policies mapped to the objectives can be found in Appendix B

3.4 Policies and Policies Map

The following chapters set out the planning policies for Knebworth Neighbourhood Plan for the period 2019 – 2031. This ties in with the end of the plan period for the NHDCLP 2011 – 2031. The planning policies, together with the reasoned justification for them, reflect the main issues raised through consultation with the community and provide the means by which Objectives A to V will be achieved. The Policies Map (Appendix A should be read in conjunction with the policies as it shows where in the neighbourhood plan area the policies apply e.g. which areas are designated as Local Green Space.

4 Policies – Development Strategy

4.1 Introduction

Knebworth is a large village, not a town, with its own special historic character as one of the early garden villages. The context of Knebworth's historic character is explained on the website Herts Memories (Hertsmemories.org.uk/content/herts-history/towns-and-villages/knebworth/knebworth-garden-village, n.d.).

The following objective relates to the Development Strategy policies:

- A. **Maintain the distinctiveness and separation of Knebworth from nearby towns and villages**

4.2 Policy KBDS01 Retention of Separation Between Settlements

KBDS01 Retention of Separation Between Settlements

Any proposed development to the north of Knebworth that would reduce the strategic gap and width of the Green Belt between Knebworth and Stevenage, to the south that would reduce the width of the Green Belt between Knebworth and Woolmer Green and to the east that would reduce the width of the Green Belt between Knebworth and Bragbury End will not be supported.

The village is surrounded by Green Belt and sits astride the B197 road with the small village of Woolmer Green to the south and the much larger town of Stevenage to the north. The NPPF paragraph 134 states the 5 purposes of the Green Belt, including 134. b) to prevent neighbouring towns merging (coalescence) and 134. d) to preserve the setting and special character of historic towns.

The North Hertfordshire Green Belt Review Update 2018 (NHDC, 2018) was prepared by NHDC as an update to the Green Belt Review submitted alongside the North Hertfordshire Local Plan in June 2017. A review was undertaken to ensure that a significant Court of Appeal decision (*Samuel Smith Old brewery –v-North Yorkshire County Council [2018] EWCA Civ 489*) had been taken account of. This decision established that an assessment of potential development on the openness of the Green Belt should include the consideration of the impact upon the visual dimension of openness as well as the spatial dimension of openness.

Green Belt land around Knebworth was labelled, in the review, as parcels 8a – 8d. The three Green Belt releases for development proposed by NHDC were in the following parcels; KB1 in 8a, KB2 in 8d and KB4 in 8b and 8c. The review found that parcel 8d was more significant in terms of its importance in safeguarding the countryside, than previously thought. The parcel was assessed as being of significant importance rather than moderate importance in the original Green Belt Review. However, in the overall comparative analysis of these four parcels of land, it was confirmed that they all made a significant overall contribution to Green Belt purposes.

The village community feel that avoiding coalescence or avoiding merging with adjacent communities is considered important to retain its essential character and independence. In particular, ensuring the existence of the strategic gap between Knebworth and Stevenage is paramount (see Figure 8 Strategic gap between Knebworth and Stevenage). The parcels

considered to play the largest contribution to the prevention of merging were those to the north and east of Knebworth, 8b and 8c)



Figure 8 Strategic gap between Knebworth and Stevenage (left) and Bragbury End (right)

4.3 Policy KBDS02 Density of Housing Development

KBDS02 Density of Housing Development

Density of new development should have regard to guidance in the NHDCLP and refer to the Knebworth Neighbourhood Masterplanning and Design Guidelines 2019. The report refers to guidelines for dph and estimated housing numbers for development sites allocated in the NHDCLP Policies KB1, KB2 and KB4. Any proposed development that has an inappropriately high housing density for its location will not be supported.

The NHDC Local Plan states that given the design-led approach to development set out in the plan, district-wide density standards have not been prescribed. Development on the periphery of settlements should generally be at a lower density to mark the transition to the rural area beyond. In town centres and close to the railway stations higher densities will be considered appropriate in principle but will require particular care in the design with respect to avoiding the sense of overcrowding or congestion. That principle is carried forward into the Neighbourhood Plan.

However, in order to guide development in Knebworth, which has its own special character, a report titled Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 was produced by AECOM for Knebworth Parish Council (AECOM, Feb 2019). This document can be accessed separately on Knebworth Parish Council's website. The Knebworth Masterplanning and Design Guidelines 2019 forms a statutory part of Knebworth Neighbourhood Plan.

5 Policies - Local Economy

5.1 Introduction

In gathering the views of those people who live in, work in, or visit Knebworth, it became apparent very early after the 2017 survey and confirmed in later public consultations, that the businesses, including retail, centred around the 'high street', formed an essential part of why 'Knebworth is a good place to live'. Retention and enhancement of the Village centre is, therefore, a key objective of these policies.

However, it is recognised that local hubs of shops, community spaces and small business units, will be necessary to support both the reduction of dependence on motor vehicles and those people unable to walk to the Village centre.

There is an increasing trend for businesses to operate 'on-line', for employees to more frequently operate from home, for more people to become self-employed and for small start-up companies to commence and grow, locally. There has also, recently, been a significant loss of employment opportunities, due to the re-allocation of business/commercial premises to residential use. This gives increased impetus to the need to retain/provide facilities for use as shared workplaces, for un-shared business units, for business storage, for improved communication and connectivity, and for business vehicle parking and access.

New premises for business use need to be encouraged throughout the Knebworth Parish, in places where there is good access and where the activities do not negatively impact those living nearby. This is consistent with NHDCLP Policy SP3.

The following objectives relate to policies on the local economy:

- B. Support existing employment locations within the built-up area of the Plan and encourage new employment opportunities throughout the parish.**
- C. Encourage and support a diverse range of retail and service uses in the village centre, retain and protect the 'high street' retail frontage and retain the two public houses.**
- D. Encourage the provision of suitable buildings for small scale businesses (including community shops) within new residential developments.**
- E. Encourage the growth of home-based businesses including the provision of shared workspaces**

5.2 Policy KBLE1 New Businesses

KBLE1 New Businesses

Proposals for new businesses within existing employment locations within the existing built-up area, are likely to be supported, providing they meet planning requirements and do not adversely impact on local amenities or traffic conditions.

In recent years several businesses have left the village and their vacated sites have been granted planning permission for a change of use from employment to residential. This Policy aims to reverse the recent loss of businesses from the village centre and from around the railway station by encouraging additional employment opportunities for current residents

and for residents of the 30% increase in residential properties proposed in the (NHDCLP, 2016, pp. 176-179).

The Neighbourhood Plan supports the viability of local businesses and their expansion, and the establishment of new businesses where this is proportionate and appropriate in the individual circumstances. The intention is to avoid Knebworth becoming even more of a “dormitory” settlement which is over dependent on outward commuting. This issue was highlighted in the AECOM Report (AECOM, Feb 2019, p. 13) which states that ‘Facilities and offices to stimulate local businesses should be developed around the ‘high street’. This is consistent with NHDC Local Plan Policy SP4 ‘Town and Local Centres’

5.3 Policy KBLE2 Rural businesses

KBLE2 Rural Businesses

Proposals for the conversion, expansion or change of use of rural buildings for business and tourism uses are likely to be supported where the development conforms to existing national, Local Plan and Neighbourhood Plan policies and is well designed and proportionate to existing buildings.

Very little land is available within the settlement boundary of Knebworth to accommodate new businesses to generate employment. However, the Neighbourhood Plan area does include a large rural area. Some businesses already operate from buildings previously used for agricultural purposes. There may be scope for further new businesses in redundant or under-utilised suitable rural buildings, or home conversions, provided that the businesses are appropriately scaled and ensure minimal impact on adjacent residential properties. (NHDCLP, 2016) para 5.9 and a briefing document which highlights “*Rural services account for most of the economic activity and the majority of jobs in rural areas. With a share of 65% of the rural Gross Value Added (GVA) (1) in 2013 in the EU, services include: both public and private services for people (education, health, public transport, social care, dentists, post offices, shops, garages, etc.); services for business (finance, consultancy, etc.)*” (Business Models for Business Services, p. 1),

This policy will encourage the provision of additional employment opportunities for current and future residents throughout the Neighbourhood Plan Area.

It will also enable owners to make better use of, or bring back into use, existing agricultural buildings for local start-up hi-tech businesses and mixed-use premises for small businesses including offices and small commercial units. It is expected that such businesses would predominantly be of Class ‘B’ in nature, e.g. B1(b) – research and development, B1(c) – light industry and B8 – storage and distribution.

The NHDC Draft Local Plan recognises the benefits tourism can bring to an area and acknowledges that its rural area is a place for people to visit, for tourism as well as leisure and its contribution to the provision of jobs in policies SP3 Employment and ERC8 Tourism. The NPPF para 83 (NPPF, Feb 2019) supports a prosperous rural economy and states that planning policies and decisions should enable sustainable rural tourism development which respect the character of the countryside and also the sustainable growth and expansion of all types of businesses in rural areas both through the conversion of existing buildings and well-designed new buildings.

Knebworth House already attracts tourists and there may be opportunities for more tourism related development in the surrounding area. This policy to support growth of rural businesses is consistent with NHDC Local Plan Policy ETC2: 'Employment development outside Employment Areas'

5.4 Policy KBLE3 Village Centre and Existing Businesses

KBLE3 Village Centre and Existing Businesses

The village centre supports a diverse range of retail and service uses which should be retained, wherever possible. Premises with ground floor access are to be retained for Class A ('retail') businesses, with other classes utilising upper floors. The loss of retail frontage in the Retail Area as defined on the Policies Map 'high street' (London Road) and Station Road and, where planning permission is required, is likely to be opposed. Redevelopment of any of the buildings on the 'high street' will require these to have a building line at least 23ft (7metres) from the current centre of the highway.

Proposals to convert existing business land (buildings and/or associated unbuilt areas) outside the village centre including no 1 Stockens Green, Art Van Go at no 1 Stevenage Road, The Station Public House and no 2 Station Approach, will not be supported, unless alternative land and flexible building(s) are provided within the Knebworth settlement boundary.

The loss of existing business premises outside Knebworth settlement boundary including The Lytton Arms public house and the radio station, Old Knebworth Lane will be resisted.

The January 2017 (KNP Consultation Statement, 2019) survey revealed that residents are generally happy with the current retail businesses in the village. The community wishes to ensure no decline in the provision of goods and services within the village centre and to ensure that village centre businesses are supported by adequate road-frontage short term parking and controlled traffic flow.

Policy SP4 Town and Local Centres (NHDCLP, 2016) is to maintain and enhance the vitality and viability of villages centres It recognises that Knebworth village centre is currently large enough to provide a focus for the community local to it and considers that it is important that this type of centre continues to provide a mix of shopping, services and community facilities.

Consultation carried out in the process of preparing the Neighbourhood Plan including the open days held in April 2018 and March 2019 revealed that local people believe that to remain a viable retail centre, it is necessary to retain a diverse mix of businesses that cater for the needs of the community in a shopping area that is attractive to, and safe for, shoppers and other 'high street' users. Local businesses said that they are restricted by the lack of parking provision for staff and for customers (KNP Consultation Statement, 2019).

In terms of the width of the carriageway in the village centre, specifically on London Road, national planning design guidelines (The Planning Service) for parking standards for carriageways, parking bays and pavements indicate a minimum requirement (5.4m for the roadway, 2.4m each side for parking and 2m for footway each side. However, this parking width is still inadequate for delivery vehicles unloading to shops where light vans and other vehicles require more space e.g. the space requirement for a light van is 2.4m x 5.5m.

Ideally the 'high street' would meet the national planning design guides for footway, carriageway and parking bay widths



Figure 9 Parking in village centre

The negative effect of congestion caused by on-street parking and through traffic on the village retail centre and the lack of off-street parking is addressed in the policies within the Traffic, Transport and Parking section of this Plan. The AECOM Report points out that 'Residents overwhelmingly reported that traffic congestion locks the 'high street' (London Road) during peak hours. New development will lead to an increase in the number of users and eventually more congestion' (AECOM, Feb 2019, p. 13).

While respondents to surveys and comments recorded at open days were generally favourable about the retail mix, many stated that the provision of public houses and restaurants in the village was inadequate. This is recorded in 2017-01 KNP Survey issues summary v1.1 (KNP Consultation Statement, 2019) and Section 1.6 of the AECOM Report (AECOM, Feb 2019, p. 13). This feeling is so strong that villagers have vigorously opposed the loss of one of the two public houses in the Plan area and have now authorised Knebworth Parish Council to purchase the pub, which has now been completed. There is potential for the re-opening of the local pub to be as soon as 2020 to form a gateway to the village due to its convenient location opposite Knebworth station.'

5.5 Policy KBLE4 Community Businesses

KBLE4: Community businesses

Major residential developments located away from the village 'high street', which provide buildings for use by small businesses or local community shops are more likely to be supported.

NHDC recognises in its draft Local Plan that scattered local shops, services and other facilities provide residents with transport-free access to important goods and services. They also minimize the need to travel, and the less mobile are particularly reliant on these facilities. Policy KBLE4 will encourage developers to include appropriate satellite retail, small business and entertainment units as part of any new housing developments without detracting from the current 'high street' retail outlets. The provision of community shops would cater for

people unable to walk to the 'high street' and would reduce car journeys in line with the recommendations of Transport for New Homes (Transport for New Homes, 2018, p. 19).

Many talented and well-educated young people have to leave the village and the area to find suitable employment (NHDC, 2016, p. 13) Providing mixed-use premises for small businesses including offices and small commercial units may help to reverse this trend.

The community wishes to encourage the provision of some purpose-built small units within the larger new development areas, to enable local start-up hi-tech businesses and mixed-use premises for small businesses including shops, offices, shared workspaces and small commercial units.

5.6 Policy KBLE5 Home Working

KBLE5 Home working

Where planning permission is required, proposals which enable homeworking will be supported, subject to there being no unacceptable impact on local or residential amenities.

The community wishes to encourage homeworking, with particular emphasis on flexibility of use of domestic premises. Homeworking is seen as a means of encouraging business and creating a sustainable community with less commuting, saving individuals the cost of travel and increasing their leisure time. It is estimated, using the neighbourhood plan survey results, that nearly 10% of Knebworth's working people regularly work from home therefore about 90% travel to work (Knebworth Parish Council, 2019).

Since there are limited employment opportunities in Knebworth most of the planned increase in residents will commute from the village unless small business opportunities are available, or home working is positively encouraged (AECOM, Feb 2019, p. 13). Reduction in or elimination of commuting time can improve worker health and productiveness, as well as the environmental benefits of less traffic pollution.

5.7 Policy KBLE6 Telecommunications

KBLE6 Telecommunications

Developers will be required to provide telecommunications and 'superfast broadband' to all properties within their developments to encourage and facilitate homeworking and small business and retail units.

The community wishes to ensure that the ongoing sustainability of small businesses and homeworking is not restricted or curtailed by poor telecommunications. Good telecommunications are particularly important in supporting the viability and sustainability of homeworking and small businesses (AECOM, Feb 2019, p. 13) The NPPF states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing (para 112 (NPPF, Feb 2019).

6 Policies - Built Environment

6.1 Introduction

The second section of the Neighbourhood Plan (Knebworth Parish) provides a background to this section by describing the development of the village, which has a mixture of house types, sizes and styles, from the cluster of early listed buildings around Knebworth House through the Lutyens era (post-war) houses made predominantly of soft red brick, to the modern development that now comprises most of Knebworth village and has not kept up this tradition. Despite much recent building, the trees, hedgerows and green public spaces are an important characteristic of our residential neighbourhoods.

The draft NHDC Local plan allocates an additional 736 housing units (138 already built or planning permission granted and 598 new) to Knebworth and allows an undefined number for Old Knebworth, of limited infilling.

The Committee on Climate Change recommendations on building a low-carbon economy and preparing for climate change have influenced the policies in this section. The increase in average annual temperatures indicates a switch to low-carbon fuels and renewable energy sources is essential. Other influences are the reduction in cost of Solar PV panels and the cost benefits of including them in new builds compared to the cost of retrofitting. The transition away from petrol and diesel vehicles required by government has also been recognised. Although retro fitting of sustainable energy solutions is acceptable where appropriate, it is easier, cheaper and more successful to include climate change proof design in new builds (Committee on Climate Change, 2019, p. 13)

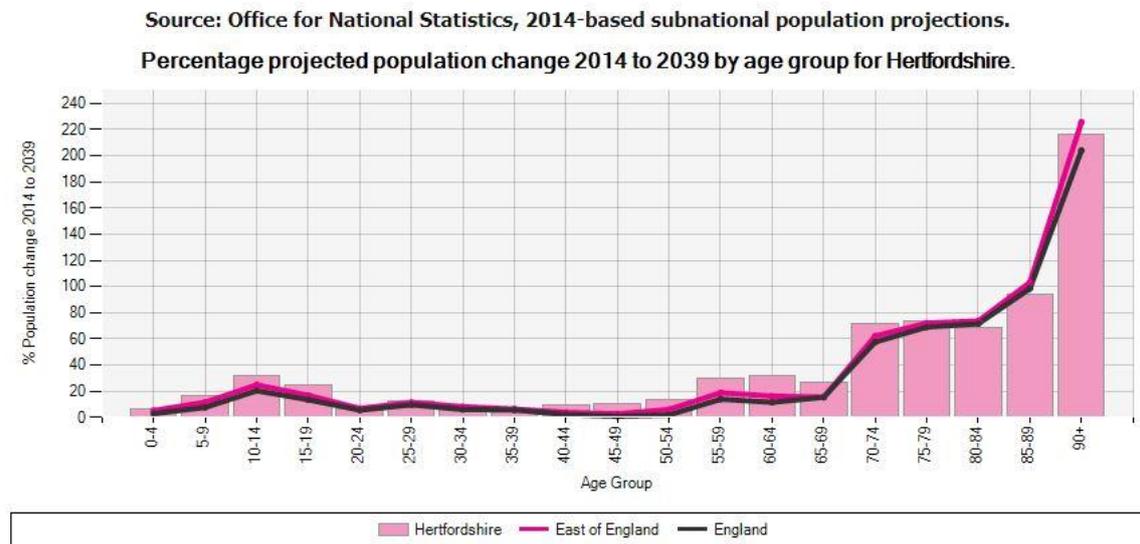
Parking problems experienced in other parts of North Herts, particularly in Great Ashby have triggered the door-to-door survey carried out by the Neighbourhood Plan Steering Committee (KNP Consultation Statement, 2019), which clearly demonstrated that garages provided with new homes and counted as parking spaces are rarely used to park cars. New development in Knebworth should avoid repeating this mistake.

Parking problems currently exist in Edwardian streets such as Pondcroft Road, which were designed before car ownership became prolific. They have no garages and shallow frontages insufficient to accommodate cars. This combined with increased demand from commuters using Knebworth Station results in extensive commuter parking in residential streets close to the station. No opportunities have presented themselves during the preparation of the Neighbourhood Plan to provide additional off-street parking at Knebworth Station. Demand is therefore unlikely to abate and makes residential off-road parking provision ever more important.

The identified trend in increases in the over 65 and over 80s population age groups (Figure 10 Percentage projected population increase (2014-2039)), raises issues of public transport (buses) provision and safe routes to shops and services for sustainable forms of transport and mobility scooters. The Estate Agents Survey established the need for 1 & 2 bed apartments/houses for single individuals, plus 3 bed houses with a garden for new families.

Figure 10 Percentage projected population increase (2014-2039)

Concerns expressed about the built environment, during consultation exercises, throughout the preparation of the Neighbourhood Plan include (KNP Consultation Statement, 2019):



Source: Office for National Statistics, 2014-based population projections. Crown copyright.

- Access to shops and services on pavements of sufficient width, particularly under the railway bridges for pedestrians, prams and mobility scooters
- That the village does not become a dormitory for commuters
- Having space to park their cars close to their homes
- Having adaptable living spaces
- Being close to green open areas
- Maintaining a green environment

The following objectives relate to policies on the built environment:

- F. Ensure all new developments are inclusive and accommodating to the different needs of local residents including affordability and accessibility.
- G. Promote best practice in environmental performance of all construction projects to achieve low energy usage, incorporate renewable energy initiatives, conserve water, re-use building materials, provide electric car charging points and ensure all new buildings are carbon-neutral
- H. Require all new development to be of high-quality design and contribute towards Knebworth's character by being sympathetic to design of surrounding areas
- I. Retain the existing architectural character of the Garden Village, conservation areas and other heritage assets
- J. Create attractive, easily accessible safe neighbourhoods through good design following the principles of 'Placemaking'
- K. Seek cost effective and innovative solutions (e.g. underground parking in major developments) to minimise the amount of land taken up with car parking

6.2 Policy KBBE1 Housing Mix

KBBE1 Housing mix

Housing development proposals should demonstrate the extent to which they address current and future housing needs in the Neighbourhood Plan area and provide a wide range of house types, sizes and tenures; including the provision of housing that meets local needs and is ‘tenure blind’.

New social housing delivered in the Neighbourhood Plan area should be part of a mixed community and not visibly distinguish social homes from others in the same development, avoiding design which excludes or stigmatises (Shelter, 2019, p. 10). Affordable homes will be provided in line with current government guidelines or the relevant policy in the Local Plan.

New developments should include different types of housing for people of different incomes and ages and should include starter homes (Research Briefings, 2018) and spaces capable of being used as a home office. Feedback at consultation events was that residents wanted to downsize and weren't able to do that (KNP Consultation Statement, 2019). The provision of 1, 2, and 3-bedroom homes should be a priority.

The NHDC Strategic Housing Market Assessment will guide the mix of homes provided across the District but consideration should be made of local circumstances on a site by site basis.

6.3 Policy KBBE2 Sustainable buildings

KBBE2 Sustainable buildings

Construction methods which engage low energy principles described in this plan, for example Modular building, will be supported as long as the development complies with other policies e.g. design.

Energy usage should be designed to be at or near Zero carbon. New developments should include domestic scale (micro) energy generation from renewable or low carbon sources for at least 10% of their total regulated energy, for new homes or commercial premises. Systems for rainwater harvesting and greywater recycling should be integral to new building design wherever possible.

The voluntary use of The Code for Sustainable Homes or the HQM (Home Quality Mark) or similar, to improve on the legislative requirements of the Building Regulations, will be actively encouraged.

The Centre for Sustainable Energy (CSE) has long maintained that neighbourhood plans should include policies on mitigation and adaptation to climate change. The UK government needs help to meet its commitments under the Climate Change Act, to stop global warming. CSE advocate neighbourhood plans filling the vacuum while local plans ‘catch up’ (Centre for Sustainable Energy (CSE), 2020)

Neighbourhood plans can help boost the ambitions of developers of all sizes from new estates to a single self-build. In the absence of any specific policy in the draft NHDCLP for the incorporation of renewable energy in new developments, Policy KBBE2 requires a minimal level of renewable energy generation, which should not impact on the viability of a development scheme, in the hope that developers will exceed this minimum. Further recommendations, ideas and references can be found in a separate document on Knebworth Parish Council’s website.



Figure 11 Designing in renewable energy generation at time of build (Bragbury End) (left) and referencing local design features (right)

6.4 Policy KBBE3 Accessibility and adaptability

KBBE3 Accessibility and adaptability

Housing should be accessible and adaptable. New buildings should be designed with flexible internal space to allow the home to be adaptable to changing needs without major reconstruction to extend the lifetime of homes.

It is recommended that developers take full account of Building for Life 12 (Lifetime homes) (Birbeck & Kruczkowski, 2015), or subsequent versions thereof, and use this guidance, to help enhance the positive benefits of new development. For example, doorways, floor levels and circulation space within the home and garden areas should be designed for easy access by all abilities and avoid creating trip hazards. The Building Research Establishment also produces useful guidance for reference such as the briefing paper Homes and Ageing in England (BRE, 2015).

Attention to simple details can help to make a new development stand out as exemplary. For example, ensuring letter boxes are installed at a height of 700mm to 1700mm from the bottom of the door for the benefit of those delivering items through them. A bill was brought before parliament in 2019 to ban low level letter boxes. Although the bill was not passed, it was supported by the Building Regulations Advisory Committee to will include standards for letter box height in the next review of Building Regulations (Dawson, 2019). Another example is ensuring the right ratio of tread to rise on steps makes going up and down safer and easier. Generally outdoor steps should have a rise of 5 ½ to 7 inches and a tread of 12 to 18 inches (Garden Gate Magazine, 2012).

6.5 Policy KBBE4 Design

KBBE4 Design

New developments including new build properties, extensions, or conversions requiring planning consent, should be sympathetic in design to surrounding buildings. The AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 (AECOM, Feb 2019) sets out the design standards that will be expected in Section 03 and forms a statutory part of this Plan. As a guide, design requirements in the guidelines will include consideration of:

- development patterns
- proportions
- roofscape
- building heights
- scale
- character
- active frontages
- building lines
- landmarks and vistas
- enclosure
- architectural detailing
- privacy
- parking
- servicing

In addition, appropriately screened bin storage should be provided within the curtilage of each property.

Garages are rarely used for parking cars and off-street parking provision in accordance with North Herts Local Plan should be provided in addition to garage spaces unless they meet the minimum standard of 3m x 7m. Change of use of garages and parking areas to alternative uses will not be supported unless it can be proven that they are no longer required for the foreseeable future.



Figure 12 Issues to be avoided. Examples from Hemel Hempstead of garages clearly not used to park cars (left) and Great Ashby with pavements obstructed by cars (right)

New development should respond to the existing pattern of development within the village of Knebworth, taking its cue from existing block sizes and structures, patterns of plot subdivision and the relationship between built and non-built private spaces. Building forms and proportions, roofscapes and overall appearance should be considerate towards and positively contribute to the local character of the village.

The predominantly low-rise scale, featuring predominantly two storey dwellings should continue to be the norm. New development should be sympathetic in scale to this context and not exceed 2-2.5 storeys in residential areas.

Responding to local character should not necessarily result in pastiche replicas. Instead, emphasis should be placed on contemporary interpretations of traditional building forms to achieve the objectives of the Neighbourhood Plan including sustainability, accessibility and affordability. Detailed design guidance is provided in (AECOM, Feb 2019), which forms a statutory part of Knebworth Neighbourhood Plan.

With specific reference to off-road car parking in residential developments, it has been evident throughout the process of preparing the Neighbourhood Plan, that poor planning and design of car parking spaces has caused on-street parking problems. A parking survey was carried out in another village in North Hertfordshire which is known for its appalling on-street and pavement parking issues. Given that outbuildings, often designed as garages, are rarely used for parking, outbuildings should not count as parking spaces.

In line with this research, homes should be built with outbuildings for storage and parking should be provided, in addition, within the curtilage of each property (if possible), appropriate to the size of the property, to avoid on-street parking as per NHDCLP standards for vehicle parking in new development. Innovative solutions to the provision of residential car parking will be encouraged, including small communal parking areas designed to benefit from natural surveillance while not detracting from the street-scene. All parking areas should be capable of being converted to green space in anticipation of a future reduction in private car ownership.

6.6 Site Specific Planning Policies

The following policies KBBE5, KBBE6, KBBE7 and KBBE8 are derived from the AECOM report (AECOM, Feb 2019) which forms a statutory part of Knebworth Neighbourhood Plan.

6.7 Policy KBBE5 Masterplanning and Placemaking

KBBE5 Masterplanning and Placemaking

New developments should be masterplanned to create the physical conditions that residents and users find attractive and safe to encourage social interaction, and layouts that are easily understood. Design features such as vehicle barriers, gated housing developments or narrow footpaths between high sided walls or fences should be avoided

Legibility, easy access and safety together with a choice of walking/cycling routes will be encouraged.

Residential parking should be safe and convenient and should not undermine the quality and amenity of streets. Where possible, the predominant parking mode should be on plot, to the side/front in the case of houses, or in parking courts for flats.

The AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 (AECOM, Feb 2019) sets out guidelines in Section 04 that will should be followed for all new developments and in particular, the approach to Masterplanning that should be adopted for NHDC Site Allocations KB1, KB2 and KB4.

6.8 Policy KBBE6 Site KB1 Land at Deard's End

KBBE6 Site KB1 Land at Deard's End

Land allocated in the North Herts Local Plan, identified as KB1 should be developed in accordance with the Masterplanning exercise detailed in the AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 (AECOM, Feb 2019).

Approximate areas allotted to residential use, open space, allotments and the main road network are specified in the report.

All of the following criteria should be adhered to in planning the detailed site design:

- a. development at an average density of 30 dph would accommodate approximately 200 new homes;
- b. one site access on Park Lane, with one potential long-term connection to Site KB2 subject to agreement with landowner of adjacent site (see also (AECOM, Feb 2019));
- c. residential development offset from motorway to reduce exposure to A1(M) noise and air pollution;
- d. green spaces along A1(M) incorporating allotment gardens and potential noise mitigation features;
- e. new outdoor sports facilities, including ancillary facilities (toilets, changing rooms, and parking for 20 cars);
- f. green buffer at interface with open fields and Priority Habitat Inventory woodland to the north;
- g. hedgerows at interface with Deard's End Lane Conservation Area to be retained and reinforced to minimise intrusive views; residential densities to be locally reduced.
- h. Residential densities reduced bordering the conservation area
- i. Access to the site should take account of the Site Access Appraisal in the AECOM report (AECOM, Feb 2019).



6.9 Policy KBBE7 Site KB2 Land off Gipsy Lane

KBBE7 Site KB2 Land off Gipsy Lane

Land allocated in the North Herts Local Plan, identified as KB2 should be developed in accordance with the Masterplanning exercise detailed in the AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 (AECOM, Feb 2019) . Approximate areas allotted to residential use, open space, the proposed primary school (see also Policy KBE1 and Policy KBE2) and the main road network are specified in the report.

All of the following criteria should be adhered to in planning the detailed site design:

- a. development at an average density of 30 dph would accommodate approximately 184 new homes;
- b. 3 site accesses on Park Lane and Gipsy Lane (see also (AECOM, Feb 2019));
- c. residential development offset from motorway to reduce exposure to A1(M) noise and air pollution;
- d. green spaces along A1(M) incorporating potential noise mitigation features;
- e. 2 ha site reserved for new 1FE primary school;
- f. green buffers along Gipsy Lane to screen Stockens Green Conservation Area and to retain low-traffic rural character of Gipsy Lane;
- g. new footways along Gipsy Lane for pedestrian connectivity and safety; and
- h. new outdoor sports facilities, including ancillary facilities (toilets, changing rooms, and parking)
- i. Access to the site should take account of the Site Access Appraisal in the AECOM report (AECOM, Feb 2019).



Figure 13 Site KB2 Policy KBBE7

6.10 Policy KBBE8 Site KB4 Land east of Knebworth

KBBE8 Site KB4 Land east of Knebworth

Land allocated in the North Herts Local Plan, identified as KB1 should be developed in accordance with the Masterplanning exercise detailed in the AECOM report (AECOM, Feb 2019) Knebworth Neighbourhood Masterplanning and Design Guidelines 2019. Approximate areas allotted to residential use, open space, the proposed secondary school (see also Policy KBS4)), a community centre and the main road network are specified in the report.

All of the following criteria should be adhered to in planning the detailed site design:

- a. development at an average density of 28 dph would accommodate approximately 200 new homes;
- b. 3 site accesses on Watton Road, Old Lane, and Swangley's Lane (see also the AECOM report (AECOM, Feb 2019));
- c. 5.9 ha site reserved for new secondary school with option to link site with recreation ground;
- d. new community centre, including early years facilities;
- e. green buffer at interface with open fields;
- f. new footways along Watton Road, Old Lane, and Swangley's Lane for pedestrian connectivity and safety; and
- g. traffic studies recommended to improve pedestrian safety on Swangley's Lane between London Road and Old Lane
- h. Access to the site should take account of the Site Access Appraisal in the AECOM report (AECOM, Feb 2019).



Figure 14 Site KB4 Policy KBBE8

7 Policies - Wellbeing

7.1 Introduction

It was evident from the comments received during the preparation of the Neighbourhood Plan (KNP Consultation Statement, 2019) that residents were extremely worried about the strain on local services and community facilities due to the huge increase in housing proposed by the NHDC Local Plan. In particular, concerns were expressed about the impact on the GP Surgery, the potential loss of community services such as the library and the allotments. Security, safety and easy accessibility to all cropped up as a matter of interest in all areas.

In addition, the working group looked at the sports and leisure facilities available, plus recreational green spaces, local green spaces and buildings that are considered to be non-heritage assets and which define the "look" of Knebworth as a whole. In short, aspects of daily life that contribute to everyone's health and wellbeing are covered in this chapter.

The aim of the wellbeing policies is to ensure that residential development contributes to the sustenance or enhancement of community facilities and public services, that the provision of new facilities is evidenced by local needs in collaboration with Knebworth Parish Council and that all new amenities, facilities and buildings are suitable for access by people of all abilities.

The Objectives that were developed from the Knebworth Neighbourhood Plan Vision Statement and which led to the development of the wellbeing policies were:

- I Retain the existing architectural character of the Garden Village, conservation areas and other heritage assets**
- L Ensure that all current and future amenities, medical facilities and service provision are inclusive, easily accessible and do not diminish in terms of quantity and quality to serve the growing population**
- M Protect, enhance and increase accessibility to and the number of green spaces for recreational and health use**
- N Identify options for provision of a community information space**
- U Protect key views and character areas from the negative impact of new development**
- V Preserve existing and design integral wildlife corridors and habitats into new developments to improve biodiversity, reducing public lighting to the minimum needed to ensure residents' safety where light pollution impacts wildlife**

7.2 Policy KBW1 Community Facilities

Policy KBW1 Community Facilities

Commercial or residential development will only be supported where it sustains and enhances community facilities for the benefit of all residents, so that medical and public services are increased in proportion to that of the increase of the population and trends at that time.

Development proposals will be required to identify their likely impact on facilities and services to demonstrate how any such impacts will be addressed, including the provision of new facilities. This provision should be based on evidenced local needs and discussion with KPC and NHDC Planning.

Development will only be supported if it facilitates and increases the opportunity for recreation and improving health and wellbeing.

Planning Applications must demonstrate that all new services, amenities, facilities and buildings are suitable for access by people of all abilities.

7.2.1 GP Surgery

The Knebworth GP Surgery has been established in the centre of the village for over 60 years. It is a partnership surgery with The Marymead Practice, which is based in Stevenage, with a combined list of approximately 12,500 patients. It is expected that this number will increase considerably in the next few years as a result of new housing developments in Knebworth and surrounding districts within the practice boundary area. This area includes nearby villages of Woolmer Green, Datchworth, Oaklands and some parts of Codicote, which are all subject to large, new housing developments over the next few years as a result of allocations by their respective Local Plans.

Feedback from the initial survey highlighted residents' existing concerns regarding access to health provision and difficulties in getting GP appointments. The strength of feeling and relative importance of the issues was demonstrated in the written comments relating to the need for more GPs. It had been proposed in 2004 by the local Primary Care Trust, then the relevant health body, that it was considering the closure of the Knebworth GP Surgery with services being relocated to a new super-surgery in south Stevenage. From Knebworth Parish Plan 2007, there was a clear consensus that it would be unreasonable and environmentally unsound to expect a village population of approximately 5,500, many without personal transport, to travel to Stevenage for day to day GP services.

The Surgery renewed the lease on the existing premises for a short term. Continuation of the GP provision remaining in the village was valued by residents, however new premises were required. As a result, plans were developed for a new GP Surgery if a suitable new location could be found within the village. The plans had been shelved for some years, but in March 2015 an agreement was reached between Hertfordshire County Council and a developer to redevelop the village library premises into a brand new co-located surgery/library site in St Martin's Road.

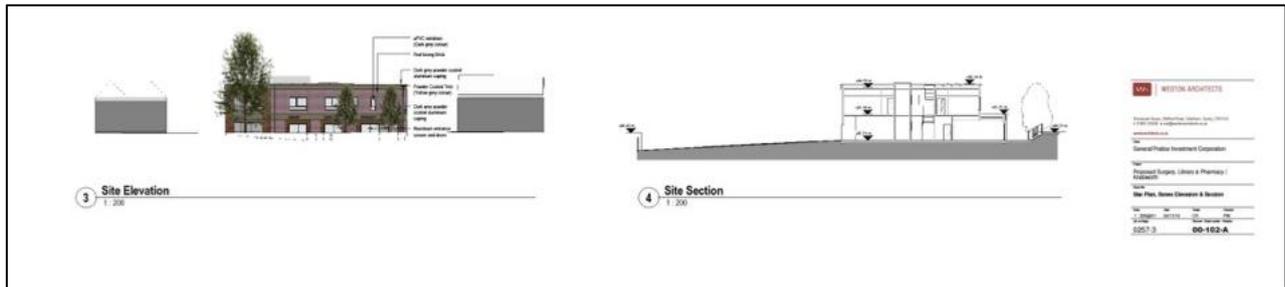


Figure 15 New GP Surgery Site Plan

One significant concern of the Practice is that of the number of new developments for the elderly within the boundary area. Each patient is allocated a premium by the NHS and this will provide more income through capitation fees, however, this is unlikely to be sufficient to fund an additional GP and elderly patients often have significant health issues. Locally there are three local nursing homes, a retirement complex of 26 homes for over-60s and a current development for 47 assisted-living homes.

Funding for surgery premises is from a different, central locality budget and expected population growth has to be considered when determining the requirements for a new surgery. A pharmacy will also be included as part of the development, which will be run as an independent business by Lloyds Pharmacy.

The Practice has introduced measures to try and reduce GP appointment waiting time such as employing a Clinical Pharmacist, Specialist Nurses and Nurse Practitioner, all of whom can deal with issues that do not require a doctor. The new surgery will also have additional consulting rooms available.

In addition, many medical hours are used for queries relating to social care rather than health; if social care in the village could be improved, it would free up doctors' time for medical care. The practice has a very active Patient Participation Group and volunteer members provide an excellent link between patients and staff, some are trained and run a regular programme of Health Walks, they hold coffee mornings. They have noticed loneliness and isolation is a big problem.

7.2.2 Library

The library has always been conveniently located in the centre of the village and, as a valuable asset to the community, the Parish Council requested that the site be included in the Community Asset register in September 2014 and NHDC confirmed its listing on 21st November 2014.

The new library space, combined with the GP surgery will be similar in size, but with a more flexible layout which can be used for other purposes and would be a new, modern facility. Because the premises would be shared with the pharmacy and surgery, it is estimated that the library would benefit from increased usage and therefore be a greater benefit to local residents.

In 2018 Hertfordshire County Council consulted on the future of library services in the county and, with a requirement to save money, proposed that some of the smaller village libraries should be run by volunteers with support from a central library team. Knebworth volunteers also provide tea, coffee and games while the library is open on Monday afternoons, enabling the community to socialise together. Once completed, the new building could provide the much-needed central space for information on medical, social and local assistance.

7.2.3 Community Facilities

As a Category A village, Knebworth's facilities are expected to support communities beyond both village and parish boundaries. Development therefore is expected to sustain and enhance current facilities and, wherever possible, to assist in the creation of new ones, or the refurbishment of existing facilities.

In 2019, the category of Knebworth village was proposed as one of the Growth Villages in the current draft of the NHDCLP, but in order to promote the ongoing prosperity, health and wellbeing of the village and other communities, it is essential to conserve and enhance Knebworth's essential amenities and facilities. As a result, the Steering Committee felt it was important to draw up a list of community spaces and facilities which were considered to be important to village life and must be retained, unless new replacements are provided which expand and improve such facilities and/or equipment for the benefit of the community.

Knebworth has a range of community and recreational facilities and, from the responses to public consultation, it is evident that these are highly valued by the local residents. Support for the safeguarding of key community assets is embodied in a number of Neighbourhood Plan objectives.

As a consequence of Knebworth being planned as a Garden Village, there is a character to Knebworth that includes wide, open spaces, a large degree of openness to the area and many green spaces. Green spaces are an essential feature of the village and contribute to its character, adding to the distinctive open rural feel of the village and harmony with the surrounding landscape, while providing quality recreational space and wildlife habitat.

In order to preserve what is considered to be the identity of Knebworth, a list of all local green spaces, recreational facilities and important buildings that were considered to be landmarks or of local historical interest was formulated.

These lists were then reviewed by the Steering Committee and condensed into lists for consideration using strict criteria. The lists were entered into two spreadsheets, one for green spaces and one for buildings of interest. A workshop comprising of members of the Wellbeing Group, the Steering Committee and our professional planning adviser was undertaken. Each area and building were reviewed individually under the same criteria to determine the most important ones. The spreadsheets were completed according to the answers given by the workshop members. The Local Green Space Assessment can be found at Appendix C.

The designated Local Green Spaces are all in close proximity to the community, are local in character and are not extensive tracts of land as advised in para 100 of the NPPF (NPPF, Feb 2019). Each is demonstrably special for one or more reasons.

As previously highlighted, Wellbeing Group meetings identified the need for a community space for information on local safety and security issues, plus health and social issues, signposting towards available services and including access to these amenities. A space dedicated to available services would be promoted as a self-help means of reducing GP Surgery visits, perhaps helping to meet the need identified by the GP Practice.

Feedback from the initial survey (KNP Consultation Statement, 2019) indicated that there are sufficient places of worship for different faiths in Knebworth. The contribution of the churches is valued, even by those who do not regularly attend, there is a general lack of awareness regarding the churches' contribution to the community through such initiatives as the Knebworth Family of Churches, formed in June 2008.



Figure 16 St Martin's Church (left) and St Mary's Church (right)

Working under the banner of the Knebworth Family of Churches (KFC), the churches have launched such events as the Good Egg Club (for children in the holidays), study groups and the Good Neighbour Scheme, which provides practical assistance to people in need.



Figure 17 Trinity Church (left) and St Thomas More Church (right)

The wider community greatly appreciates the work of voluntary groups although there seems to be a lack of information about what is on offer and some of the groups are struggling to find volunteers.

Knebworth Cemetery is located just south of the village centre in Gun Road Gardens. It is available for burials of any faith. It is one of seven cemeteries managed by North Herts District Council, approval for use as a burial ground was agreed in June 1978. Information obtained from NHDC indicates that cemetery provision in the region has sufficient capacity for many years to come. It has been subject to flooding in the past.



Figure 18 Knebworth Cemetery, Gun Road Gardens

7.2.4 Sport and Leisure

Outdoor sports and leisure facilities are important features in Knebworth. These community consultations revealed that sports facilities for were inadequate and required additional provision. Many residents expressed an interest in extending the range of sports and leisure facilities by collaboration with sports clubs and schools, there may be scope for using the contributions from the Community Infrastructure Levy (CIL), which would be generated by new developments in the Parish

According to the NPFA Six Acre standard (Fields in Trust, 2015) the Overall Minimum Standard for Outdoor Playing Space is 2.4 hectares per 1000 population. Currently Knebworth has a population of around 5,500 people which will increase as a consequence of new developments to in the region of 8,000 residents.

KPC currently manages three equipped play areas, Watton Road Recreation Grounds, Lytton Fields play space and King George V play space, Old Knebworth, and Settle Homes manages another. Cherry Close play space. However, there is currently a deficit of some 6.5 Ha, which is likely to grow to a deficit of 12.7 Ha once the new developments have been built.

The Parish Council will actively seek a site for a new indoor and outdoor sports hub within the parish boundary to include an artificial games pitch, a pavilion, changing facilities, parking and ancillary social facilities to serve the growing population.

A new Play Hub could include a range of interactive outdoor play equipment for all ages and would be a central point of focus for outdoor play provision for Knebworth and its surrounding communities, acting as a 'destination play area'

A Sport and Leisure survey was sent to all the numerous clubs, societies and sports groups that use facilities in Knebworth (Knebworth Parish Council, 2019) . Despite there being few responses, there were certain areas that highlighted specific needs within the current community. Additional growth will bring increased pressures.

The following facilities and amenities have been identified as needing expanding or improving if more houses are built in Knebworth. Therefore, in order to ensure adequate open spaces are provided for sports and leisure activities, reasonable financial contributions will be required, as appropriate, from each developer to fund additional healthcare and leisure services within the village in accordance with the obligations detailed within the NHDC Local Plan.

Community priorities in terms of additional local facilities to be provided as a result of new development include a centrally located community leisure facility providing a purpose built multi use indoor sports hall with gym and dance facilities, all weather-pitch changing rooms, storage, meeting rooms and associated administration and parking facilities; this could be a shared facility with the proposed school(s) and used by other village organisations. This facility along with a new allotment space of at least 1.5 Ha and more health care professionals located in the village have been included in the Action Plan in Appendix D.

7.3 Policy KBW2 Local Green Spaces

KBW2 Local Green Spaces

The areas listed below are designated Local Green Spaces. New development will only be allowed within designated Local Green Spaces where very special circumstances can be demonstrated in accordance with the National Planning Policy Framework:

LGS1 Knebworth Recreation Ground

LGS2 Cherry Close Green

LGS3 Stockens Green

LGS4 St Martin's Green

LGS5 Allotments, Watton Road

7.3.1 LGS1 Knebworth Recreation Grounds

This is the largest and most important green space in Knebworth situated off Watton Road (SG3 6AH). The Recreation Grounds opened to the public in 1929 (Knebworth Through Time, 2011) This is a formal grassed open space with an area around 5.525 Ha. There is a small pond which attracts wildlife, although this needs some maintenance work.



Figure 19 Watton Road Recreation Grounds pond and wildlife

The grass is well maintained and there are five avenues of lime trees which divide the space with accessible footpaths. Three sides of the space are flanked by hedges and fences with the fourth side looking out onto open fields providing an openness to the space. It is along this eastern border that the children from Knebworth Primary School planted thousands of daffodils to mark the Queen's Golden Jubilee; this is marked as Jubilee Walk on some maps. The recreation grounds are very tranquil in places and were part of the original design for the Garden Village, but it does have multiple uses.



Figure 20 Watton Road Recreation Ground, one of five lime avenues (left) and Jubilee Walk (right)

The recreation grounds are well used for sports, it has football pitches, four floodlit tennis courts, bowls greens and a well-equipped children's play area. It is used to walk through and for dog walking. Knebworth Bowls Club, established in 1913, is based there, with four outdoor bowls rinks and a small club hut. There is a pavilion, which was comprehensively refurbished, re-opening in August 2005.



Figure 21 Watton Road Recreation Ground, children's play area (left) and floodlit tennis courts (right)



Figure 22 Watton Road Recreation Grounds, Knebworth Bowls Club (left) and Pavilion(right)

Trained leaders for Health Walks use the Watton Road recreation grounds as their start and finish points for their fortnightly health walks. The walks started in June 2016 and have

proved very popular, three grades of walks are now offered by nine trained leaders. The number of walkers is increasing all the time with 38 walkers attending recently; walks end at the Bowls Club where refreshments are provided by members and proceeds go towards Bowls Club funds. The whole event helps activity levels and enables people to reap the health and wellbeing benefits that walking has to offer with the addition of social interaction.

Knebworth Tennis Club has been in existence for at least 80 years. Originally the club had grass courts but there are now four hard courts which are used all year round. A new chalet style clubhouse was opened by Stephen McPartland MP in March 2014 and in 2015 floodlights were installed on three courts. In 2017, the facilities were developed further with an outside table-tennis-table and a toilet in the clubhouse. It is a popular and well used sporting facility.

Knebworth Preschool operates from the pavilion making full use of the comfortable environment. The Thursday youth group, run by both paid staff and a rota of volunteers from the Knebworth Youth Project, use the pavilion as their base. It is in a convenient, central location, close to local shops and public transport.

The Recreation Grounds are also used extensively by the Knebworth Football Club, which was originally formed in 1901, and currently caters for around 350 playing members, including boys', men's, girls' and ladies' teams. In addition, there are approximately 80 volunteers to run the teams and club administration. Unfortunately, the facilities are not adequate to cater for the large number of footballers and therefore a lot of the games and training sessions require travelling to other locations such as Woolmer Green and across Stevenage.

However, all users of the recreation grounds for sports purposes have highlighted the lack of sufficient parking for their members and/or visiting teams.

Knebworth Football Club, with a current membership of around 350, both male and female of all ages, highlighted the lack of facilities in Knebworth. They have identified the following as necessary facilities to maintain or improve the sports provision in Knebworth:

- All-weather pitch - to increase local capacity
- Clubhouse/social hub - to provide a social space
- Suitable ground grading for FA Cup - to raise the standards
- Indoor sports hall - to provide a suitable local facility

7.3.2 LGS2 Cherry Close Green

This is an open informal space with an area around 0.213 HA. It is a communal open space for a large housing area (postcode SG3 6DS) and used as a social meeting place, although ball games are not allowed. It is bordered on three sides by houses that have very small gardens. There are a number of exceptional, mature trees and the grass is well maintained.



Figure 23 LGS2 Cherry Close Green

7.3.3 LGS3 Stockens Green

The Green is situated within the Stockens Green Conservation Area (postcode SG3 6DQ) with an area of approximately 0.195 Ha. It is very attractive and has the appearance of a village green, being part of the design of the Garden Village. It is an informal open space with several mature trees and well-maintained grass. No ball games are allowed.



Figure 24 The Green, Stockens Green

7.3.4 LGS4 St Martin's Green

This is an attractive, informal area in the curtilage of St Martin's Church, London Road. It is located in the middle of the village and has an area of around 0.148 Ha. It is a landmark entrance to the centre of the village, similar to a village green. There are many mature trees and well-maintained grass. No games are allowed, but permission is given for one-off events and stalls for community purposes. It is also used informally for picnics.



Figure 25 St Martin's Green, London Road

7.3.5 LGS5 Allotments, Watton Road

The allotment site has an area of around 0.160 Ha between Watton Road and St Martin's Road (postcode SG3 6AQ) and has existed for 40 years. There are approximately 15 allotment plots owned by a private landlord, they are managed and in demand with a waiting list. It is the only allotment site in Knebworth, it is very appealing and tranquil during the growing months, is used for growing food and attracts wildlife such as birds, butterflies and bees. (see also Policy KBW5 Allotments).



Figure 26 Allotments, Watton Road

7.4 Policy KBW3 Recreational Green Spaces

KBW3 Recreational Green Spaces

Development will only be supported if it includes the creation of new green spaces, play spaces and recreational areas. Developer contributions will be sought to fund additional easy-access leisure amenities including play/climbing equipment and informal social spaces for a wider range of young people. Development plans must demonstrate that all new playgrounds and recreational areas are suitable for access by people of all abilities.

The areas listed below are shown as Recreational Green Spaces on the policies map. to be protected from new development unless very special circumstances can be demonstrated:

- RGS1 Lytton Fields play space
- RGS2 King George V play space
- RGS3 Cherry Close play space
- RGS4 Amenity land, Meadway
- RGS5 Amenity land, Haygarth

Development that would result in the loss of all or part of these spaces will not be permitted unless they are replaced with better facilities which are at least as accessible to the local community as the current spaces.

7.4.1 RGS1 Lytton Fields play space

This is an important recreational space serving a large housing area within the western centre of the village (postcode SG3 6AZ). It has an area of around 0.418 Ha and is flanked on two sides with houses. It would benefit from gating at the entrances to make it more secure. It has a well-equipped play space with a variety of equipment for all age ranges. It has several mature trees and a large grass area which is well maintained. It is also used for ball games and dog walking. It is a significant community social space and picnic tables make it a welcoming family area.

7.4.2 RGS2 King George V play space

This recreational play space in Park Lane (postcode SG3 6PS) serves the population of Old Knebworth. The land is flanked on one side by houses, but is in a quiet, rural setting overlooking fields on the others. It covers about 0.428 Ha. There is an equipped play area, the grass is well maintained and there is a small area left uncut for wildflowers and to attract wildlife. It is a 1940's playing field in memory of King George V to "preserve and safeguard the land for the public benefit".



Figure 27 Lytton Fields play space (left) and King George V play space (right)

7.4.3 RGS3 Cherry Close play space

This is a small area of around 0.040 Ha at the rear of Cherry Close (postcode SG3 6DS), which is flanked on three sides by houses and garages on fourth side. It is used by the residents of Cherry Close. It is a small play space with equipment, used as a walk through and dog walking.

7.4.4 RGS4 Amenity Land, Meadway

This is a well-maintained grass area off Meadway (postcode SG3 6DN) of around 0.083 Ha. It is an attractive, tranquil space used for social interaction. It serves a large housing area and is important for residents to have this view to overlook.

7.4.5 RGS5 Amenity Land, Haygarth

This is an informal recreational space on Haygarth (postcode SG3 6HF) of approximately 0.068 Ha and the only green space for the residents who have no gardens. It is a well-maintained grass area with many mature trees, some of which have TPOs.



Figure 28 Amenity Land, Meadway (left) and Amenity Land, Haygarth (right)

7.5 Policy KBW4 Assets of Community Value

KBW4 Assets of Community Value

In order to maintain an inclusive village community some of the community facilities will be listed as Assets of Community Value by North Herts District Council. Applications will be made to list the following community assets:

- **The Royal British Legion Hall and Social Club**
- **The Scout Hut and Land**
- **The Library (listed but suspended due to redevelopment)**
- **The Lytton Arms public house (already listed)**
- **The Station public house (already listed)**

All the community assets listed above and shown on the Policies Map will be retained unless they are:

- a. no longer needed or**
- b. replaced by better facilities as part of a development proposal.**

7.5.1 Community Assets

The Localism Act 2011 and the Assets of Community Value (England) Regulations give an eligible community group an opportunity to identify a property or land, both privately or publicly owned, that is believed to be of value to their social interest or wellbeing and apply to have it registered. Once an Asset of Community Value is registered, a community group is allowed six months to prepare a bid for the property or land, as and when it is put up for sale on the open market. Groups eligible to nominate an Asset of Community Value include community groups, local parish councils, local neighbourhood planning forums and charities.

Knebworth Parish Council applied to register both the Station pub and the Lytton Arms they were listed in North Hertfordshire District Council's Register of Asset of Community Value in

2017. Buildings or land only stay on the register for five years. After this period has expired, applications can be made to re-register the asset.

7.5.2 The Royal British Legion Hall and Social Club

The building is situated on Gun Lane (postcode SG3 6AU) and used by community groups.

7.5.3 Scout Hut and Land

This is a small hall with land on Gun Lane (postcode SG3 6BH) of around 0.031 Ha that has historical significance. It is owned by The Scout Association but used by all scouting and guiding groups of all ages within Knebworth. The hut is in poor condition, but the grass area is well maintained. The Scout and Guide leaders say that the central village location is very good, but the condition of the building is deteriorating.



Figure 29 The Royal British Legion (left) and The Scout Hut and land (right)

7.5.4 Knebworth Library

The ACV on St Martin's Road (postcode SG3 6ER) has been suspended during redevelopment. The whole site including the new GP surgery will be re-registered once redevelopment is completed.

7.5.5 Lytton Arms

This public house in Park Lane, Old Knebworth (postcode SG3 6QB) was already listed as an ACV, was closed for a while after the sudden death of the licensed publican but reopened in May 2018. It has an intrinsic local character and is of historical significance.

7.5.6 The Station Pub

The public house opposite the railway station in Station Approach (postcode SG3 6AT) was listed as an ACV in February 2017, shortly before closure. It was closed subject to a planning appeal. The Planning Inspector has ruled that it should remain as a pub. It has great historical significance and facilities were used by community groups.

The Station Hotel is a prominent local landmark. It was built in 1883 to service the new railway, making it one of the oldest buildings in 'new' Knebworth. A Parish Council consultation with local residents in June 2019, showed there was overwhelming support for saving this valuable social asset. The pub is now owned by Knebworth Parish Council which bought it with the help of a long-term loan from Central Government. Since then a small group has worked behind the scenes to develop a business plan, secure a loan, negotiate the purchase, select suitable tenants and plan the refurbishment.



Figure 30 The Lytton Arms PH (left) and The Station PH (right)

7.6 Policy KBW5 Allotments

KBW5 Allotments

Development proposals that allocate use for allotment provision are more likely to be supported. A minimum of 1.5 Ha of land will be sought for use as allotments.

There are currently 15 allotment plots in use in Knebworth. They are popular and there is always a waiting list. New residents will bring additional pressure. The current allotments are on private land owned by an absentee landlord. Access is over third party land by permission. As such, they are currently at risk of being used for housing development.

1.5 Ha of land will be sought for use as allotments in accordance with The Allotment Association recommendations of 20 plots per 1,000 dwellings. The Allotments Act 1950 allowed authorities to make provision for local demand, and to acquire land for providing allotments. The KNP will work with developers to identify suitable sites and use the standards in the 'Growing in the Community' (2nd Edition) (LGA, 2009) guidelines for managing allotments and will seek further designated areas for allotment provision.



Figure 31 Allotments between Watton Road and St Martin's Road

8 Policies -Schools

8.1 Introduction

The Schools working group was established following a clear indication from the initial survey that schools and education were of great importance to the residents.

Old Knebworth School was built in 1897 and enlarged in 1902 as the number of school children rose to 150. The current Knebworth primary school was built by HCC in 1912 to accommodate the ever-increasing population. Four extra classrooms were added in 1924 and it has been extended again since then. The new school originally accommodated all the elementary school children from the newer part of the village. Both schools taught children up to the age of 14, however, after serving the community for 93 years, Old Knebworth School was closed in November 1963 but continued as a private nursery school until the early 1990's.

From the comments received in the initial survey and at the KNP Open Days, it was evident that residents were extremely worried about future school provision and, in particular, the strain on the local primary school. Although considered to be a good school, concerns were raised about the challenges and capacity issues that would result from the large proposed housing developments. Comments included the view that history would be repeating itself, as with the developments in the 80s and 90s when local children had to travel to primary schools in other settlements due to lack of forward planning of capacity.

The following objectives relate to the policies on schools:

0. Ensure future school and pre-school provision meets local needs, is high quality, offers choice, and includes appropriate accommodation, adequate facilities and safe and convenient access routes

8.2 Policy KBS1 Primary School

KBS1 Primary School

Provision of new primary education facilities either through the construction of a new school or the expansion of the existing primary school should be designed to facilitate the joint use of spaces and equipment by the school and by the wider community. This will necessitate independent access to the school's facilities out of school hours.



Figure 32 Knebworth Primary and Nursery School now (left) in 1912 (right)

Knebworth School has been identified as of local heritage value (now termed a Non-designated Heritage Asset) as it takes the form of a typical early 20th century school which represents an early element of the social and educational growth of Knebworth (Register of Buildings of Local Interest, 2008, p. 69) Figure 32 (right) picture credit for Knebworth School in 1912 (Madgin, 2011).

8.3 Policy KBS2 School Site

KBS2 KB2 School Site

The site for a new primary school identified on KB2 in the North Herts Local Plan should be safeguarded as green space at least until 2031 or until the site is needed for a school. If a school is to be built on KB2 all the following criteria will apply:

- a. the building of a school on this site should be thoroughly justified including assurances that there is no better alternative;**
- b. the school should be located to the east of the site, as far as possible from the A1(M);**
- c. air quality on the site is measured and monitored to ensure pollutant levels meet current standards in relation to school at the time planning permission is sought, immediately prior to construction and as an ongoing requirement during the operating life of the school.**

The grounds of Knebworth School, the existing primary school, border the southern portion of the District Council's proposed development site KB4). The option of expanding the school as part of the development of KB4 should be investigated as an alternative to the provision of a new primary school at the western edge of the village on the District Council's proposed development site KB2. HCC's preference for a school on the west side of Knebworth is only in the absence of an alternative option being presented to them. Knebworth Parish Council will work with HCC to achieve the best outcome for the siting of additional primary school accommodation to meet the needs of children in the village.

8.4 Policy KBS3 Pre-School

KBS3 Pre-school

A new pre-school should be provided either within or adjacent to the existing village school, or to a new primary school (co-located) to ensure that the facilities can be jointly used.

Throughout the consultation exercises conducted during the preparation of the Neighbourhood Plan, comments received about the lack of Pre-School provision for very young children with working parents, and access and suitability of secondary schools in the wider area. Pre-school provision should be provided in conjunction with increased primary school accommodation.

8.5 Policy KBS4 KB4 School Site

KBS4 KB4 School Site

The site for a new secondary school which has been identified on the north side of site allocation KB4 in the North Herts Local Plan should be retained as temporary green space and sports pitches for the use of residents and school children. This site should be safeguarded for recreation facilities or educational purposes at least until 2031 or until the site is needed for a school.

Residents voiced their opposition to build a secondary school in the village when it was last mooted in 2009. Feelings were voiced at a public meeting about the proposed school such as the comment that “Knebworth is a village and it’s important for it to stay a village” (The Comet, 2009). In 2011 plans for the secondary school were turned down by the government after 2000 residents signed a petition against it. The then Department of Education said that the plan could not proceed because of a lack of suitable sites (The Comet, 2011)

During the first round of hearings for the North Hertfordshire District Local Plan, Week 7, which took place in the last week of February 2018, HCC submitted a statement in relation to Matter 10/11 - Stevenage (Great Ashby, Graveley (including North of Stevenage) and Knebworth. The document number is 16452 Matters 11 Knebworth HCC (education) and can be found here: <https://www.north-herts.gov.uk/planning-policy/local-plan/local-plan-examination/hearing-sessions/hearing-timetable-and-statement-5>

The opening comments of their hearing statement said, “Hertfordshire County Council (HCC) considers that the proposed allocation of four hectares of land for education purposes at KB4 in Knebworth does not meet the identified demand for secondary school places in and around Stevenage.” Knebworth is included within the Stevenage secondary education planning area and included within the pupil forecasts for the area. There is no need for a secondary school in Knebworth.” (HCC, 2018, p. 1)

HCC went on to say that the proposed site allocation at KB4 does not support the County Council’s model of secondary schools. Secondary schools of at least 6FE are large enough to be financial sustainability and viable in the long-term. 4FE secondary schools face significant challenges in the current financial climate and are at a much greater risk of being unsustainable. HCC was very clear, that it does not support the establishment of new 4FE secondary provision on KB4 (HCC, 2018, p. 4).

Of even greater significance for this Neighbourhood Plan, HCC went on to say that as secondary education provision is not required in Knebworth an adjustment should be made to the proposed Green Belt boundaries to site KB4 to ensure that the allocation is reduced to exclude the land allocated for this requirement (HCC, 2018, p. 6).

In 2018 parents at the primary and pre-school were asked whether they would like to see a secondary school sited in Knebworth on KB4. Of the 36 replies received 58% said yes and 42% said no. This is reflective of the mixed feelings of residents in the village and the balance between the pros and cons of siting a secondary school here. At a Youth Forum meeting in October 2018 the young people present felt that the benefits might be outweighed by increased traffic congestion and that they wanted to choose their secondary school rather than being forced to go to a secondary school in Knebworth just because it was the nearest.

9 Policies - Environment and Flooding

9.1 Introduction

This section of the Neighbourhood Plan covers biodiversity, environmental pollution, energy conservation, flooding and drainage, important views and character areas, and heritage assets.

A set of policies have been written by the sub-group. As part of this process, each policy has been considered using many sources including central and local government, local knowledge and experience, environmental groups and industry standards.

The Objectives that were developed from the Knebworth Neighbourhood Plan Vision Statement and which led to the development of the Environment and Flooding Policies were:

- G. Promote best practice in environmental performance of all construction projects to achieve low energy usage, incorporate renewable energy initiatives, conserve water, re-use building materials, provide electric car charging points and ensure all new buildings are carbon-neutral**
- H. Require all new development to be of high-quality design and contribute towards Knebworth's character by being sympathetic to design of surrounding areas**
- K. Seek cost effective and innovative solutions (underground parking in major developments) to minimise the amount of land taken up with car parking**
- L. Retain the existing architectural character of the Garden Village, conservation areas and other heritage assets**
- M. Protect, enhance and increase accessibility to and the number of green spaces for recreational and health use**
- S. Provide guidance on eliminating air, light, soil, water and noise pollution**
- T. Lobby appropriate bodies to undertake required improvements to eliminate current flooding problems and ensure new development is designed to prevent future flooding issues**
- U. Protect key views and character areas from the negative impact of new development**
- V. Preserve existing and design integral wildlife corridors and habitats into new developments to improve biodiversity, reducing public lighting to the minimum needed to ensure residents' safety where light pollution impacts wildlife**

9.2 Policy KBEF1 Biodiversity

KBEF1 Biodiversity

Knebworth's rich natural heritage includes Knebworth Woods Site of Special Scientific Interest (SSSI), eight Ancient Woodlands and 20 Local Wildlife Sites, listed in an Appendix G to the plan.

In order to ensure no net loss of biodiversity and improve biodiversity overall, all developments must:

- a. wherever possible, retain existing trees, hedgerows and green road borders to minimize disruption to wildlife, and**
- b. preserve existing and propose new wildlife corridors and habitats, in accordance with HERC recommendations**
- c. reduce or eliminate gaps in existing corridors by diverse planting**
- d. create new corridors within developments to reduce built 'mass', enhance wildlife diversity and to increase surface water retention. Some should connect with new small wooded areas (see Further Ambition proposals).**

Additional guidance provided by Hertfordshire and Middlesex Wildlife Trust, including use of a biodiversity calculator should be taken into account when assessing the ecological merits of planning applications.

Maintaining biodiversity and the health of the ecosystems throughout Knebworth parish is important. Without adequate biodiversity, many vertebrates and invertebrates which depend on each other in the food chain may decline or become extinct. Furthermore, without sufficient wildlife corridors, animals may find it difficult to maintain healthy populations. Essential to the wildlife corridors is a wide variety of both deciduous and evergreen trees and shrubs. Indeed, it is important that these provide flowers (nectar) and fruits throughout the year and this should be carefully considered when planting gardens or hedgerows. A recent report, the State of Nature (State of Nature Partnership, 2019) has highlighted just how many species are at risk. These include butterflies and moths, plants, vertebrates, invertebrates as well as fungi and lichen.

Herts Environmental Record Centre have identified the historical siting of over 1100 species of both flora and fauna, along with their type, rarity/extinction status within Hertfordshire (compiled for the KNPSG during the preparation of the Plan). Of these, the 50 extinct or believed extinct species are all invertebrates (moths, butterflies and dragonflies). Many may have specific habitats for their food or lifecycle, and this could indicate that the specific ecosystems for their survival have been lost. The land surrounding Knebworth House includes a range of nationally important and declining habitats, rare plants and its ancient woodland is a SSSI.

Knebworth's rich biodiversity should be secured for future generations. In particular new developments should, wherever possible, retain existing trees, hedgerows and green road borders to minimise disruption to wildlife. The development of new wildlife corridors is just as important and should be carefully integrated.

9.2.1 Fauna

The protection of local wildlife remains a key government natural environment policy (MHCLG, 2019). Indeed, the government have recently stated that new homes need to be wildlife friendly. The recommendations include 'hedgehog highways' and hollow swift bricks as well as drainage areas that can create attractive wetlands for birds and amphibians whilst also providing a natural resource for those living nearby. Furthermore, as hedgehog numbers have been reducing rapidly (Hedgehog Street, n.d.), a new road sign has been introduced to warn drivers of their potential presence.

Within Knebworth parish, a survey was carried out over a one-month period (10th June - 9th July 2019) in a residential plot of 0.45 hectares, in the village's principle residential area (and close to KB1). It used 4 strategically placed cameras and was supported by additional personal observations (Nation, 2019). The survey provides a snapshot of the type of wildlife found in Knebworth which includes mammals (such as badgers, foxes, hedgehogs and the more unusual polecat), amphibians (frogs, toads), grass snakes and a wide variety of birds including nuthatches, robins, wrens, hawks and owls. It should be noted that polecats are of conservation significance as they are now making a comeback from 'extinction' and are spreading into East Anglia (Vincent Wildlife Trust, n.d.).



Figure 33 Hedgehog and badger visiting local garden (Deards End Lane)

In a separate garden (in Old Knebworth, approx. 0.1 hectares) various insects have been recorded (or seen) over the past few years. These include: Six-spot Burnet moth (*Zygaena filipendulae*), Rhopalid Bug (*Corizus hyoscyami*), shield bugs, stag beetle larva, bumble bees, honeybees, hummingbird hawk moth. These observations clearly demonstrate a wide variety of fauna is present in the parish which should be carefully protected.



Figure 34 Ladybirds on broom (left) and knapweed seed head (centre), Bumble bee on Celandine, The Green, Old Knebworth



Figure 35 Six-spot burnet moth (left) and bumble bee on *Knautia macedonica* (right)

9.2.2 Flora

The Knebworth Neighbourhood Plan area is rich in flora. Within the past few years over 500 different species of wildflowers, trees, grasses and ferns have been recorded, as well as numerous types of lichen, liverworts and mosses. These can be found in the woodlands, fields, hedgerows, verges and copses throughout the Plan Area. Many of these flowers are considered “vulnerable” or “near threatened” in England, including field scabious, wild strawberry, harebell, quaking grass, heath speedwell, and ragged robin (Herts Flora Group, n.d.). Many trees and shrubs are also found in the parish and include mature oaks, horse chestnuts, ash and field maple.

Knebworth Park contains important and nationally declining habitats notably the characteristics of acidic and heathy conditions (MHCLG, 2019). Knebworth Woods is the only Hertfordshire site where the scarce greater broomrape is found. In 2014 the heath dog-violet was found in flower at a heathy corner of the Knebworth Park by Wintergreen Wood (Herts Flora Group, n.d.). English bluebells (*Hyacinthoides non-scripta*) also carpet these woods in spring. Their flowers provide an early source of nectar for bees, hoverflies, butterflies and other insects (Woodland Trust, n.d.). True bluebells are coming under threat due to habitat destruction, collection from the wild and crossbreeding (hybridisation) with non-native bluebells.

Where road verges are either not mown or partially mown (such as in Old Lane, adjacent to KB4), this encourages a wide variety of wildflowers including field poppies, teasels and field scabious (*Knautia arvensis* – on the vulnerable list (Herts Flora Group, n.d.)). These verges provide habitats for smaller creatures, bees and other insects as well as supplying food (nectar, pollen, seeds) throughout the year. It also provides nesting material and sites for hibernation or overwintering. In addition, the unmown verges help wildlife to move around their territory. (Figure 34) shows an early bumble bee (buff tailed) feeding on a celandine flower amidst leaf litter and the leaves of Lords and Ladies, which will provide a later source of food. Figure 36 shows late summer verges that still are providing support for wildlife. Flowers include scabious and knapweed.



Figure 36 Roadside verges with wildflowers (left layby B656, right Old Knebworth Lane by A1(M) underpass.



Figure 37 Late summer food for wildlife (hedge opposite Gypsy Lane north)

Figure 37 shows just how rich the hedgerows can be in food for wildlife in just a short stretch of hedgerow. The figure shows hawthorn (*Crataegus monogyna*), blackberries (*Rubus fruticosus*), White dead nettle (*Lamium album*), immature ivy flowers (Woodland Trusts, n.d.). The hawthorn and blackberry both flower in spring with seeds in late summer to autumn, while the dead nettle flowers from March to December. Ivy provides flowers from September to November followed by seeds from November to January.

9.2.3 Existing trees, hedges and shrubs

Many of the roads within the parish are lined by mature hedges, with a mix of trees and shrubs that have become established over many decades.

Figure 38 shows existing mature hedges bordering Gypsy Lane. Figure 39 shows a semi-mature oak tree and wide wildlife verge in Old Lane. These should not be destroyed but preserved when the planned development in the field takes place see section 4.2 Site analysis, hedgerows (AECOM, Feb 2019). Figure 39 shows the southern end of Old Lane with its mature hedgerow on the right as well as a variety of mature trees in the gardens on the left.



Figure 38 Mature hedges and trees in Gypsy Lane from Orchard Way junction



Figure 39 Oak tree and unmown verge (Old Lane, south end) (left) and Entrance to Old Lane (south) (right)

9.2.4 Wildlife corridors

The whole parish and Knebworth village itself are fortunate to have many mature trees, hedgerows and gardens that can help wildlife move around the area (Figure 38). The trees depicted in Figure 40 (left) are the only remaining part of an original wood, called Pullins Spring (Madgin, 2011, p. 71).

Many of the trees in the parish have mature ivy growing up them as well as in the hedgerows. Ivy, although often maligned, is extremely beneficial to all kinds of wildlife such as butterflies and moths, insects, birds, bats and other small mammals. It provides food in the form of pollen, nectar and seeds, and since it is evergreen, year-round shelter (Woodland Trusts, n.d.).

It is important that when the parish becomes more developed new corridors are established for wildlife to move around and these should connect to new or existing woods. Indeed, it is also critical that when these new corridors are created, they take account of the wildlife's current territories to provide continuity of movement. For example, many species, such as badgers and hedgehogs, have their own network of tracks. Hedgehogs can often range 2-3km

a night and have home territories of 1-20 hectares (Hedgehog Street, n.d.). Badgers may have averages home ranges of 50 hectares (Badgerland, n.d.), although this can range from 30 – 300 hectares depending on the quality of the habitat.

In addition, any wooded areas created must be of a size and contain enough tree varieties (preferably native) to ensure that they are sufficient to support a healthy ecosystem. Without this, there is a risk of habitat fragmentation (Woodland Trust, n.d.). This can be caused by roads going through specific habitats or a reduction in size or quality of the habitat. Isolated, small patches of woodland can make it difficult for certain species to move between habitats potentially resulting in inbreeding or loss within that area. The dormouse (last recorded in Knebworth parish in 1975 (Herts Environmental Records Centre) is an example of a species affected by habitat fragmentation and changes in woodland management.

Hedges are preferable to fences as they act as a windbreak and are less susceptible to being blown over (Best4hedging, n.d.). In addition, hedges are more beneficial to wildlife. Generally, trees and shrubs that have single rather than double flowers are more desirable as this enables bees and other insects to easily access the nectar.

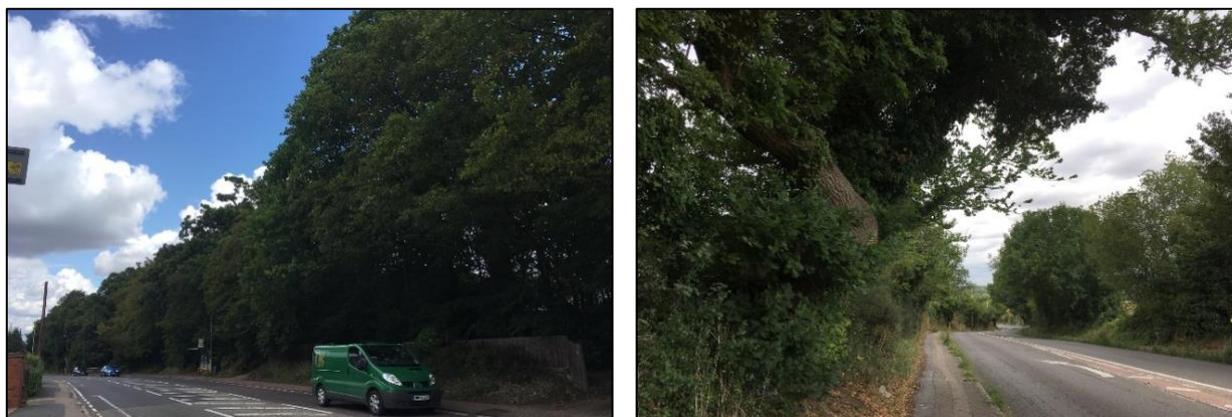


Figure 40 Mature hedgerows and trees lining London Road (left) and B197 towards Stevenage (from Deards End Lane) (right)

Old Lane has several also semi-mature oak trees dotted along it (Figure 39) as well as mixed hedgerows (elder, hawthorn, maple, brambles etc) and grassy verges with wild flowers. This is a boundary of KB4. Oak trees in particular are an important part of our national heritage – they have been used for building homes for centuries and sea vessels such as Nelson’s flagship. In addition, they are good for the local biodiversity as they can support around 2,200 species, which is more than any other native tree species (Action Oad, n.d.).

The churchyard (Figure 41) can also provide a safe haven for species that are not found in the wider countryside. The example of Manchester's Southern Cemetery (BBC, 2010) demonstrates this. St Martin’s churchyard also contains conifers which provide a source of seeds.

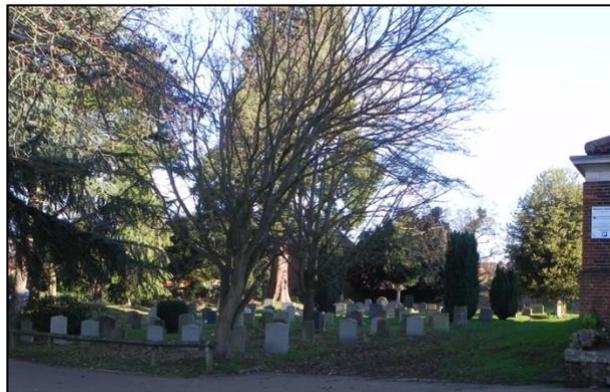
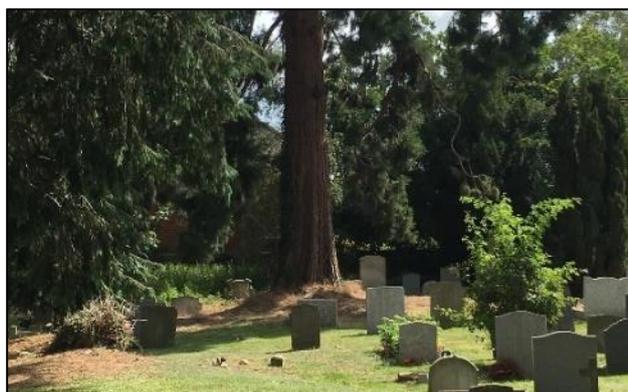


Figure 41 St Martin's church – churchyard

9.3 Policy KBEF2 Environmental Pollution

KBEF2 Environmental Pollution

To reduce environmental pollution in the parish, planning applications for development must include all of the following considerations:

provide a study of the levels of noise, air particulates and NOx levels alongside any existing major roads or railway;

ensure that the boundary of school buildings or children's play areas are drawn outside any areas that exceed minimum requirements for Particulates, Nox, or noise emanating from the A1(M) or any other source;

ensure that lighting from existing roadways and all new lighting does not impact the quality of life of new and existing residents or impact wildlife habitats and wildlife corridors.

Environmental pollution can take many forms. Waterways and ground water, and soil and air can be polluted by toxic material. Excess noise and too much artificial light are polluting though possibly less obvious. All of these must be considered carefully and guarded against in any proposed development of Knebworth.

It is important that new developments are supported by studies covering the impact of noise, air particulates and NOx levels caused by nearby roads or rail. In particular, developers must be especially mindful of these forms of pollution in areas planned for schools or children's play areas. Furthermore, the impact of lighting should be considered on all housing as well as wildlife habitats and corridors. Finally, developers have a special responsibility to regularly monitor all potential forms of environment pollution, having agreed these with the relevant authorities, and publicly report the results.

Planning applications for any major developments in Knebworth should include assessments of these aspects and set out what measures will be taken to ameliorate any adverse conditions found. These studies need to be carried out at different times of the day as well as covering weekly and seasonal variations.

For sites KB1 and particularly KB2, as its eastern boundary is much closer to the road, noise and air quality measurements should be carried out at peak A1(M) traffic flow. These need to be measured at various locations including sites adjacent to the Park Lane bridge over the

A1(M). Similarly, night-time readings of artificial light levels should be taken. Other studies should also cover levels of noise, air particulates and Nox levels alongside the B197 and railway as well as site KB4 to allow a comparison between the sites). (Air quality.org, n.d.) contains information on how lichens are used as an indicator species to determine the level of pollution.

During the development of a new property site, all relevant studies should be repeated at key milestones (such as the first block of dwellings being completed) to ensure that the measures taken have been successfully met the agreed criteria. If they are not, the shortcomings would need to be rectified before proceeding with further development.

9.3.1 Waterways and groundwater

While the Knebworth parish has no large waterways, there are a number of smaller streams, watercourses, some subterranean, and ponds throughout. In site KB4 which is partly in a valley, runoff from fields, whether caused by development, flooding or the application of fertiliser, can contaminate the soil. This, in turn, would potentially adversely affect the local wildlife. Developers should take particular care during construction to ensure no building materials are allowed to contaminate the soil or to run off the site into adjoining waterways. Particular care should be taken in the storage of fuel and any bituminous or any other potentially polluting materials on site. This is to ensure there aren't any spillages that could drain into nearby waterways, or percolate into the local groundwater.

Soil is a natural asset that allows food, timber and other crops to be grown, as well as supporting biodiversity. It can act as a buffer against pollution and is a natural way to store water and carbon (British Society of Soil Science, n.d.) and (DEFRA, 2009). In the same way that waterways can be polluted, soil is also subject to similar risks. Developers of the proposed building locations in Knebworth will also need to be mindful that soil can be polluted by burying rubble and rubbish under a thin layer of topsoil. Care also needs to be applied to any good topsoil retained during the construction phase to avoid its structure being damaged. For example, if it is piled too high, the weight of the soil itself can compress its own structure which may have taken many years to be build up. The Governmental publication on maintaining our soils contains guidelines for preventing soil pollution and protecting soil during development. (DEFRA, 2009). Guidance is also available on the sustainable use of soils on construction sites (Cranfield University, 2019).

Furthermore particulates, pesticides and fertilisers can leak into the soil (KB2 and KB4 both have adjoining arable fields). This leakage (depending on what the contaminant is) may reduce or increase its fertility and, as a result, damage the surrounding ecosystem. One instance of this is the increase in *Anthriscus sylvestris* (sheep's or cow parsley) along verges. These plants benefit from rich soil but crowd out other wildflowers which have adapted for poor soils.

9.3.2 Air pollution

Both sites KB1 and KB2 are close to the A1(M) and toxic particles from vehicle engine emissions and tyre and brake wear are likely to be carried by the prevailing winds over these sites. The concentration of the different contaminants reduces at different rates with distance from their source, some taking 500 metres to halve in strength. Recent studies have revealed how damaging to people's health these toxins can be. Those at risk include young children, people with heart or lung problems and asthma. Developers of these sites will be required to monitor the level of the main air borne pollutants prior to applying for planning approval and to put forward measures that will be implemented to ensure that residents of the new

developments will not be exposed to any air pollution above nationally accepted levels. Particular care must be taken in the siting of the proposed primary school in site KB2.

Hedgerows as well as being beneficial for wildlife can also help improve air quality. They can help deflect pollutants so that there are fewer contaminants at breathing height (Earth Sky, n.d.).

9.3.3 Noise

Within the parish, most intrusive noise comes from the traffic on the A1(M) and trains on the main railway line. Sites KB1 and KB2 are very close to the A1(M) and traffic noise is often carried by the prevailing south westerly winds across these sites and beyond. Studies have shown that peoples' health is damaged by traffic noise (Acoustical Society Foundarion, n.d.). Developers will be expected to perform a thorough assessment of noise levels across these sites prior to applying for planning approval. Once assessed, the developments should include ameliorative measures, such acoustic barriers and dense boundary planting, to reduce the ambient noise to acceptable levels. The effectiveness of the measures will need to be carefully monitored during and after development.

9.3.4 Light

Excess artificial light at night can have an adverse effect on all kinds of wildlife (IDA, n.d.) and (RSPB, n.d.). Currently, light pollution within the Knebworth Plan area is not believed to be a major problem as the section of A1(M) adjacent to sites KB1 and KB2 does not have motorway lighting, and the night-time traffic using the road is considered unlikely to adversely affect the proposed developments. The County Council's policy of switching off most streetlights between 1 a.m. and 5 p.m. and the use of LED lamps to concentrate light onto the road reduces the adverse effect that artificial lighting can have on wildlife. Street lighting within new developments should follow these practices.

However, developers should consider the potential for light pollution if motorway lighting is installed on the A1(M) or the county council's policy on lighting changes and build in contingency measures.

9.4 Policy KBEF3 Energy conservation

KBEF3 Energy Conservation

Development proposals must demonstrate the use of best practice in energy conservation, water conservation and the re-use of building materials to ensure all new buildings are carbon neutral in construction and in ongoing use (see also Policy KBBE2).

This policy is supportive and subsidiary to the Built Environment Policies in chapter 6. This is on the basis that the inadequate implementation of modern energy conservation practices, including carbon neutrality, in new developments would unfortunately increase the risk of pollutants, which would consequently adversely affect the biodiversity, ecosystems, wildlife and residents with in Knebworth.

On the outside, the use of plants can help to cool a building (Control Solutions INC, n.d.). Plants can cool a building significantly. However, the plants used should not be so vigorous that they cause other issues.

9.5 Policy KBEF4 Flooding and Drainage

KBEF4 Flooding and Drainage

All development proposals must be designed such that there is at least no net surface water run-off and where possible, a reduction in surface water run-off. Proposals for rain-water storage and re-use will be considered favourably. Proposals that create non-porous ground cover within domestic curtilage, will not be supported.

Any new properties should be designed with Property Level Resilience (PLR), Property Flood Resilience (PFR) and Property Level Protection (PLP) features from the outset, thus minimising the costs of retrofitting and insurance claims that could potentially arise. Ciria's document (CIRA, 2013) on Water Sensitive Urban Design (WSUD) contains many examples of good practice. In addition, in a consultation with built environment specialists, 83% of respondents believed water sensitive urban design (WSUD) is generally considered too late in the design process and it is important that this is not the case in any future development in Knebworth Parish.

The impact of developments on the risk of flooding should be assessed as well as the impact of developments on drainage, which could be prohibitively expensive in both cost and social impact if not properly designed. In addition, good maintenance practices should be specified. An essential requirement is that all development must be designed such that there is at least no net surface water run-off and where possible, a reduction in surface water run-off.

Roads bounding both Sites KB2 and KB4 have flooding issues (AECOM, Feb 2019). Gipsy Lane, the eastern boundary of Site KB2, has had a lot of work carried out (2018/19) to improve the drainage system. However, it is important to note that currently, the drainage report for Orchard Way (HCC, 2018) states that the drainage system is only designed to cope with runoff from the A1(M) and is unlikely to cope with storm events. The A1(M) drainage lagoon is by Gipsy Lane. The images in (HCC, 2018)(Section 3.2, Pictures 1 and 2) highlight how critical suitable water management systems are well as the importance of good maintenance practices.

In addition, soil structure can be easily damaged by the use of heavy machinery which can compact it if work is carried out in unsuitable conditions, especially when it is waterlogged or frozen (DEFRA, 2009, p. 21). When soil is compacted, its ability to absorb excess water is restricted which can lead to flooding and consequently adversely affect the local flora and fauna.



Figure 42 Water table outside Lytton Arms (2014) (left) and evidence of drainage improvements on Gipsy Lane

The benefits of SuDS (Sustainable Urban Drainage System) can be seen in the case study report of Cambourne, Cambridgeshire by Interpave (Interpave, 2019). Although this was retrofitted to an existing development, it has been effective and popular with residents. The underlying soil is mostly clay. In the retrofitting, the natural water flows were optimised and integrated with the landscape design. This added both amenity interest and biodiversity. It also demonstrated lower construction and whole-life costs.

The use of SuDS will be critical to the success of any new development in Knebworth and in particular site KB4. This site contains both high and low risk flood zones running through the middle section, between Watton Road and Swangley's Lane. Sustainable drainage systems are a potential solution for managing these issues (AECOM, Feb 2019, p. 52).

9.6 Policy KBEF5 Views and Character Areas

KBEF5 Views and Character Areas

Important views and character areas (apart from those in the designated conservation areas) have been identified on the Policies Map and are detailed below:

View 1: Looking south from Stevenage along B197

View 2: Looking past Oakfields Avenue towards Bragbury End

View 3: Looking south east from Oakfields Road and Oakfields Avenue junction

View 4: Watton Road looking west from the Bell Close junction

View 5: Old Lane looking towards Bragbury End

View 6: Swangleys Lane looking west from Old Lane

View 7: London Road looking north from the southern Parish boundary

View 8: St Martins Church, viewed from London Road

View 9: Gypsy Lane looking south east over Knebworth towards Datchworth

View 10 Looking west to Rustling End from layby on Codicote to Hitchin road

Character Area 1: Picton houses on east side of Stevenage Road

Character Area 2: Park Lane

These should be protected from the negative impact of any new development. Planning applications must include an assessment of the impact of development on the key views and character areas. Proposals where a harmful impact is identified will only be permitted where appropriate mitigation measures can be delivered.

The location and direction of important is shown on the Policies Map. It is important for the amenity of the residents that these should be protected from the negative impact of new developments. Where planning applications are made in areas where these views and character areas are located, the proposals should provide an assessment of the impact and importantly, the appropriate mitigation measure that will be delivered. There are also scenic views in Knebworth's conservation areas; Deards End Lane, Old Knebworth and Stockens Green which are covered by the NHDC conservation statements (NHDC, n.d.).

With its historic links with the Garden Cities of Welwyn and Letchworth, the village of Knebworth is approached from all directions by leafy tree-lined roads. Within the parish as a whole, there are many views of the undulating Hertfordshire countryside as well as mature trees and ancient woods, often with carpets of bluebells

There are also two important character areas in the parish; Picton Houses and Park Lane. Knebworth village (and the wider parish) contains many historically and locally important buildings and connections. Some of these have already been recognised as conservation areas (NHDC, n.d.). However, both the Picton Houses and Park Lane should be recognised and protected as character areas as they both are representative of the Garden Village movement.

9.6.1 View 1: Looking south from Stevenage along B197



Figure 43 Looking south from the plant nursery towards Knebworth

A peaceful setting viewed from a position that is enjoyed by both the participants and customers of this important and well-loved local charity.

View 1 shown in Figure 43 is from the 'Waste Not, Want Not' plant nursery, looking towards Knebworth. When this area is in full flower, it creates a colourful boundary between the nursery and the field. The B197 (Knebworth to Stevenage) is only distinguishable by a line of lampposts. This is a lovely rural view and its peaceful setting is a balm for both the volunteers and vulnerable people using the nursery. In the distance, the first few houses of Knebworth are just visible on the skyline as you look upwards over a rolling field. This will change colour through the seasons depending on the crop planted. From both scenic and social perspectives, the view provides a valuable resource within Knebworth's community. Any proposal for inappropriate development impinging on this view would be strongly opposed.

9.6.2 View 2: Looking past Oakfields Avenue towards Bragbury End



Figure 44 Looking past Oakfields Avenue towards Bragbury End (B197)

This view demonstrates the extent of the countryside in the parish and the village's rural atmosphere.

View 2 (Figure 44) looks towards Bragbury End and across the valley by Watton Road from the field entrance opposite Deards End Lane. There are mature trees and hedgerows both in the right foreground as well as the far distance. The attractive building visible is in Oakfields Avenue. This is a lovely rural view and epitomises the Hertfordshire countryside.

9.6.3 View 3: Looking south east from Oakfields Road and Oakfields Avenue junction



Figure 45 Looking south east from Oakfields Road and Oakfields Avenue junction

This is an important feature that helps define the village's rural character. It is much loved by ramblers and dog walkers.

View 3 (Figure 45) is recognised in the AECOM report (AECOM, Feb 2019)(section 4.6.1) as being an important part of the village's character. It looks towards the Watton Road across rolling countryside and is an important feature for the many dwellings that are adjacent to it. In addition, it is frequently used by ramblers and dog walkers.

Aecom (AECOM, Feb 2019)also identified this as being a potential main access point for the development of KB4, site 58 and any proposal should ensure that it does not negatively impact on this view.

9.6.4 View 4: Watton Road looking west from the Bell Close junction



Figure 46 Looking into Knebworth from west

A tree lined entry into Knebworth that reflects the Garden City origins of the village.

View 4 shows a tree lined street which provides access into the centre of the village from the west (Figure 46). It is in keeping with the concept of the Garden Village and design principles underpinning the nearby Letchworth and Welwyn Garden Cities. Any future development would be expected to maintain the tree lined appearance.

9.6.5 View 5: Old Lane looking towards Bragbury End



Figure 47 Looking from Old Lane to eastern parish boundary

A view from a typical single-track road that provides a lovely aspect over undulating countryside for the many walkers who use it.

View 5 is from Old Lane which is a single-track country road, partly flanked by a mature hedgerow including elder, brambles and trees such as oak. Its verges are filled with wildflowers and their seeds. Looking away from Knebworth, undulating countryside can be seen (Figure 47). Residents have used this as part of a circular walk from the 'high street' which encompasses several other scenic views (View 4 and View 6). This view looks over towards Pinker Wood.

9.6.6 View 6: Swangleys Lane looking west from Old Lane



Figure 48 Swangleys Lane leading into Knebworth to the left and Old Lane to the right
A tree lined entry into Knebworth that reflects the Garden City origins of the village.

View 6 looks down one of the country roads leading into Knebworth with Old Lane joining it (Figure 48). Again, the road into Knebworth is tree lined and enhances the garden city feel.

9.6.7 View 7: London Road looking north from the southern Parish boundary



Figure 49 London Road looking north

A welcoming entrance into Knebworth with mature trees that lift the spirits.

View 7 looks into Knebworth on the London Road from Woolmer Green lined with mature hedges (Figure 49) As the road approaches Knebworth, the large front gardens often have flowering trees which add to its attractiveness especially in Spring. Indeed, local residents have said that their spirits always lift when entering Knebworth village as the trees and hedgerows are so welcoming.

9.6.8 View 8: St Martin's Church, viewed from London Road



Figure 50 St Martin's Church (from B197)

A rare example of a religious building designed by Lutyens in seen in its green setting.

St Martin's Church and its extensive surrounding grounds are an integral part of village life. The graveyard (to left of church) is a peaceful location which has a calm atmosphere that can be enjoyed by both local residents and visitors to the village. This is probably the most looked upon view in the parish.

9.6.9 View 9: Gypsy Lane looking south east over Knebworth towards Datchworth



Figure 51 Gypsy Lane looking east over Knebworth towards Datchworth

A stunning view that opens up as you round the corner in Gypsy Lane and look east away from the A1(M).

View 9 shows Knebworth village nestled in a wooded hollow with the hills in Datchworth in the distance. The view is visible through a gap in the mature hedges and across wide grass verges. Any development of the arable land in the foreground (part of KB2) would be expected to maintain this rural view.

9.6.10 View 10: Looking west to Rustling End from layby on Codicote to Hitchin road



Figure 52 View east towards Rustling End (from layby on B656 – Codicote to Hitchin)

This view highlights the rural areas within the parish, with some of its mature woodland visible in the distance.

View 10 looks to the west over generous verges filled with wildflowers towards extensive bluebell woods. It provides a scenic view over the Hertfordshire countryside from the Codicote-Hitchin road towards Rustling End (behind the woods). Rustling End is towards the north-west boundary of the parish. If dwellings were to be built in this rural area, this view would be adversely affected. In addition, there would be a risk that there would be loss of separation between Knebworth and the adjoining villages or towns (see also Policy KBDSO1).

9.6.11 Character Area: Picton Houses

The properties fronting the eastern side of Stevenage Road are mainly fine examples of the type of house that would have most likely been built if the Knebworth Garden Village had been completed.

The majority are detached, individually designed, red brick properties with red clay tiles. Many were built between the two world wars by local builders, two of which were the Picton Brothers. Over time the houses have become collectively known as the "Picton Houses". The building plots were sold by Knebworth Estate with deeds stipulating the types of acceptable building materials. The use of consistent materials for the houses mean that the entire row has a harmonious feel to it. Moreover, the design variations between individual houses provide interest.



Figure 53 Variation in design between Picton Houses

Even on dull winter days, the houses are still attractive particularly once the trees have shed their leaves (Figure 53). The evergreen trees help to provide winter structure.



Figure 54 Picton Houses in winter

The entire row of Picton Houses in Figure 54, with their attractive gardens bordering wide roadside lawns, present a picture typical of the best of Knebworth and should be retained for the benefit of current and future generations. Furthermore, they exemplify good design principles, and these principles should be integrated into any future new developments.

9.6.12 Character Area: Park Lane

Park Lane provides access from Codicote through the conservation area of Old Knebworth, crossing the A1(M) before it drops down into Knebworth village towards the Victorian Railway Station Figure 56. It is flanked by mature hedges and trees throughout its entire length including the descent into Knebworth. When it enters Knebworth village itself, it contains an eclectic mix of houses and styles that range from the early buildings, others that have been in-filled and conversions of existing buildings.

Approaching Knebworth village a small collection of the older houses built prior to the expansion in the early 1900's can be seen on both sides of the road (Figure 55) and just beyond these at the entrance to Deards End Lane. They use both timber and flint as well as bricks in their construction and highlight the historical materials used in construction of dwellings.



Figure 55 Original buildings. The small building in the image on the left is a Grade II listed granary, which can be seen in both of the views along Park Lane

Park Lane itself is tree-lined on the left with many mature shrubs on the right (Figure 56). This reflects Ebenezer's Garden City vision of bringing the countryside into the town providing a rural feel even though it is close to the centre of Knebworth. A wide range of styles and size of buildings can be seen (Figure 57), although importantly, none are out of keeping with the village and Garden City concept.



Figure 56 Tree-lined descent towards Knebworth Railway Station and the station



Figure 57 Housing mix, looking away from the railway station

As Park Lane descends into Knebworth village the Victorian Railway Station, opened in 1884 (Wikipedia, n.d.), (Figure 62) can be seen at the bottom of the hill. Many current commuters use this and enjoy the benefits of a rural situation while still having access to London.

Just before Park Lane becomes Station Approach, two community buildings become visible. These are the Village Hall and Trinity Church (Figure 58). Trinity Church is the Register of Buildings of Local Interest (NHDC, 2008). Above the entrance to Trinity church, a moulding containing its original name of ‘Congregational Church’ and construction date of 1887 can be seen, demonstrating its use as a building of religious significance for well over a century. The Village Hall is proposed in the Neighbourhood Plan as a Non-designated Heritage Asset.



Figure 58 Knebworth Village Hall (left) and Trinity Church (right)

9.7 Heritage Assets

The origins of Knebworth can be traced back to the Domesday Book of 1086 where it was referred to as Chenepeworde. Knebworth House and Knebworth village have had a long and influential history not only on the parish, but also many other areas in England and abroad. The tree-lined approaches and leafy aspects of the village are due to the influence of the Ebenezer Howard’s concept of a Garden City on Victor, Lord Lytton and his brother-in-law, the architect Edwin Lutyens. Not widely known is that Lutyens designed more buildings in Hertfordshire than any other county except Surrey. Knebworth is lucky to have many examples of these. In the past, the Lutyens Trust has organised tours of Knebworth viewing properties in Deards End Lane, the Golf Club, St Martin’s Church, the Church of St. Mary and St. Thomas and ‘Homewood’ in Old Knebworth (The Lutyens Trust, n.d.).

Knebworth Parish is fortunate to have one Grade I listed building and 53 Grade II listed buildings (British Listed Buildings, n.d.). The list includes not only houses but also barns, tombs, churches and even a milepost. These buildings cover the full extent of the parish from Knebworth village through the conservation areas of Deards End Lane and Old Knebworth to the westernmost boundary of Rustling End.

Although St Martin's is relatively modern – it was built in 1915 – it is significant as it was designed by Sir Edwin Landseer Lutyens who had close links with Knebworth and the surrounding area (see Figure 16). The church plans specified that it should be built from the finest materials and most of these were locally sourced or produced. Lutyens designed very few religious buildings, and St Martin's is seen as part of his work that led to the design of Liverpool Cathedral.

The milepost is interesting as it reflects the change in parish boundaries in 1911 as Knebworth was originally in the parish of Datchworth (Madgin, 2011).



Figure 59 Grade II buildings - Knebworth House and Milepost opposite Trussell's butchers.

9.8 Policy KBEF6 Non-designated Heritage Assets

KBEF6 Non-designated Heritage Assets

Development proposals that affect non-designated heritage assets, which are not already statutorily protected through listing or scheduling, will be permitted provided that they preserve or enhance the significance of the asset and its setting.

15 Non-designated Heritage Assets are described in the Knebworth Register of Buildings of Local Interest (NHDC, 2008)

In addition, the following buildings are worthy of protection as Non-designated Heritage Assets:

- **Knebworth Village Hall**
- **1, 3 & 5 Station Road**
- **143 London Road**
- **23 Station Road**

This policy applies to Knebworth Village Hall and other non-designated heritage assets, not already identified, but which may be identified in the life of the Neighbourhood Plan.

A new initiative was launched in September 2019 by the Ministry of Housing (Rt Hon Robert Jenrick MP and Culture Secretary Nicky Morgan) that will help to ensure local buildings that are preserved for future generations (Gov.UK, n.d.) by encouraging Non-designated Heritage Assets to be identified during the preparation of neighbourhood plans. Local heritage can help the community thrive as well being of interest to both residents and visitors.

NHDC Register of Buildings of Local Interest contains 15 entries in total, of which ten entries are in Knebworth village, four are in Old Knebworth and one is in Three Houses Lane (western parish boundary). Many of the buildings relate to Lutyens and the development of the railway.

Unfortunately, 111 London Road, though still retaining the same basic silhouette, appears to have lost much of its finer detail following its redevelopment. This can be seen when comparing the images in the original listing and current images. It is also possible that the round tower in Swangley's Farm could be demolished as it may be considered structurally unsafe. It is important that care is taken in securing the essence of these buildings as and when they are redeveloped or repaired.

The Village Hall is situated in the Park Lane Character Area. Outside, the building has attractive pale pink plasterwork for the ground floor with black stained timber detailing on the main and side entrances that picks up the black line at the base of the walls. Inside, there is a large main hall and stage with a striking exposed beam roof and wooden floor. Currently Knebworth Village Hall is not listed as a designated asset but there is a compelling case for it to be included (NHDC, 2008).

Lutyens designed shops 1, 3 & 5 Station Road (See Figure 2(right))

- Attractive 2 and a half storey red brick building with original tiled roof and three pitched roof gables
- Used by 3 local businesses.

Trussell's butchers, 143 London Road - formerly Farrin's (Madgin, 2011, p. 56)(Figure 60 (right))

- The first shop to open in London Road
- Red brick with interest created by the use of vertical timber boarding details under the gables and original tiled roof and chimney remaining.
- Attractive sash windows with an unusual three panel window (18 over 3 panes)
- Was prominent in 2003 when Robbie Williams name checked them in his record breaking concerts when 375,000 people attended over 3 days.

Jacob House, 23 Station Road - now occupied by Burgess & Sons (Madgin, 2011, p. 43).

- Red brick with dentil course under each gable and rubbed red brick arches over windows
- Opposite Trussell's butchers Station Road.
- Contained a grocer's shop with original Post Office and a bakery next door.



Figure 60: 23 Station Road (left) & Trussell's Butchers 143 London Road (right)



Figure 61: Knebworth Village Hall

10 Policies - Traffic, Transport and Parking

10.1 Introduction

Knebworth village is fairly well served by road, rail and bus services. The village centre lies along the B197, a secondary road that links Stevenage to the north and Welwyn Garden City to the south. The village is linked to Old Knebworth and villages to the west by Park Lane and to the east and Hertford by Watton Road. The railway from Knebworth Station provides services to Stevenage (for Peterborough and the North) and Cambridge, Welwyn Garden City and London. Buses link the village with Stevenage, Welwyn Garden City and less frequently with Luton and Hertford. There are some segregated footpaths within the village but generally pedestrians and cyclists are not well catered for, particularly linking west and east of the railway. The majority of working residents commute to work; the 2016/17 survey showed that 47% use car, 42% use rail, 5% use bus, 2% cycle (Knebworth Parish Council, 2019).

Amongst the traffic and transport concerns of the villagers are:

- congestion in the 'high street' i.e. Insufficient road width for bi-directional flow between parked vehicles.
- minimal village-centre off-street parking.
- railway commuter parking in residential roads.
- peak period through traffic using B197 as an alternative to the A1(M).
- the lack of disabled access to the rail station platforms.
- sub-standard pedestrian access under the railway bridges.

The Objectives that were developed from the Knebworth Neighbourhood Plan Vision Statement and which led to the development of the Traffic, Transport and Parking Policies were:

P. Find a solution to the 'high street' traffic and parking problems.

Q. Negotiate for the provision of disabled access to rail station platforms.

R. Support and encourage use of sustainable modes of transport including ensuring access roads through new developments are suitable for bus routes.

In addition, several objectives related to other topics refer to improved accessibility for all, which is also an objective of this topic.

10.2 Policy KBT1 Sustainable Modes of Travel

KBT1 Sustainable Modes of Travel

Developers should consider transport issues throughout the village from the earliest stages of development proposals so that:

- a. opportunities to promote walking, cycling and public transport use are identified, pursued and integrated with any existing village routes, and**
- b. the needs of people with disabilities and reduced mobility for all modes of transport are addressed.**

The reduction of dependence on private, particularly fossil-fuelled cars is supported. Development proposals which give people the choice of travelling by means other than private car; proposals which encourage the use of sustainable transport and proposals that provide or facilitate the provision of electric car charging points, car-pools, and shuttle services within and between new developments, rail station and village car parks, are more likely to be supported.

The Government's revised National Planning Policy Framework (NPPF, Feb 2019, p. 30 & 32) states (in Sections 102, 104 and 110) that transport issues should be considered from the earliest stages of development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued. Also applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, address the needs for people with disabilities and reduced mobility in relation to all modes of transport and create places that are safe, secure and attractive which minimize the scope for conflict between pedestrians, cyclists and vehicles. This hierarchical approach is supported by Hertfordshire County Council (HCC, 2018, p. 45) and North Herts District Council (NHDC, 2017, p. 51 & 52).

If the NHDC Local Plan is implemented then Knebworth's population could grow by 30% by 2031, almost 50% greater growth than the average for Hertfordshire (21%). With new development will likely come a growth in car usage. As the NHDC Local Plan proposes no additional employment in Knebworth, commuting to work from the village is also likely to increase.

HCC Travel Plan (HCC, 2018, p. 26) predicts that car trips in peak periods will increase by 17%-18% across the county. It is probable that this increase could be higher in Knebworth, particularly as Knebworth has one of the highest rates of car ownership in North Hertfordshire (NHDC, 2017, p. 40)

Given the local traffic congestion in the village 'high street' in peak periods and when there are problems on the A1(M) and also the parking problems around the village, the Parish Council supports proposals that encourage change of travel mode away from the private car to more sustainable forms of transport. This accords with NHDC Transport Strategy policy of ensuring new developments have sustainable transport "built-in" (NHDC, 2017, p. 51)

The community aspiration is that new development should positively encourage the use of sustainable forms of transport. A switch to walking and cycling may be encouraged by improving the safety and quality of exiting routes and facilities. Both forms of movement

would benefit from safer links across the railway. Cycling may be encouraged if a safe link could be provided to join up with the segregated cycle network in Stevenage and with National Cycle Route 12 which currently passes to the west of the village. Diverting some buses through new residential developments and to the rail station in peak hours may encourage greater use of both transport forms and reduce rail commuter parking. The provision of electric car charging points and shared mobility solutions is supported by HCC. (HCC, 2018, p. 53)

10.3 Policy KBT2 Traffic Impact

KBT2 Traffic Impact

Developments are more likely to be supported if they would not significantly add to traffic congestion in the village, or to motor vehicle flows on rural lanes, and provide good pedestrian, cycle and bus connections into Knebworth and the wider area and improve the existing pedestrian and cycling infrastructure.

Proposals for the development of any of the sites KB1, KB2 and KB4 must provide traffic assessments that consider the cumulative impact of all three development sites, both during construction and on completion, upon key routes, junctions and rail crossing points for all users, including pedestrians and cyclists and secure necessary improvement measures.

Any other large development proposals (10 or more properties) in the village and surrounding rural area must provide a traffic assessment of its impact, both during construction and on completion, on the highways in the Neighbourhood Plan area.

The rail crossing point improvement measures are to be implemented before the development of KB1 and KB2 is completed.

The necessary improvements to the key junctions are to be implemented before the developments of KB1, KB2 and KB4 are completed.

The National Trip End Model predicts a 17% increase in traffic on Hertfordshire's roads between 2015 and 2031 (HCC, 2018, p. 26). It is recognised by HCC and NHDC in their Transport Plans that the B197 acts as an alternative route for traffic avoiding the regular congestion on the A1(M). This situation is exacerbated when accidents or breakdowns occur on the motorway. NHDC state that their modelling shows that even with the introduction of a Smart Motorway system between junctions 6 and 8 of the A1(M), planned for 2020, there is likely to be some increased traffic through villages such as Knebworth (NHDC, 2017, p. 82). Currently the local congestion caused by on-street parking in the 'high street' may act as a deterrent to some motorists using the B197 to avoid the A1(M). If this congestion is removed, positive traffic management measures should be introduced to slow down and restrict through traffic. A smooth flow is desirable to minimise pollution.

Several of Knebworth's secondary roads (Deards End Lane, Swangleys Lane, Gypsy Lane and the eastern section of Watton Road) are rural in nature and layout and pedestrians, cyclists and motor vehicles share the narrow carriageways. The Parish Council broadly supports HCC's Transport Plan policy that where new developments occur the related transport infrastructure should be designed and implemented with the aim of maintaining the existing character of the area, avoiding instances of community severance and maintaining residential and rural characters of the adjoining area (HCC, 2018, p. 53 & 54).

As the NHDC Local Plan (Proposed) chooses to treat development in Knebworth piecemeal (unlike the treatment of other communities in North Herts with a potential total increase of over 500 properties e.g. Royston, Hitchin, Baldock), the Parish Council strongly contends that the traffic implications of the total proposed developments should be assessed and that each developer should contribute proportionately to an overall Community Infrastructure Levy (CIL) or section 106 contribution, to fund ameliorative measures. This approach is supported by AECOM (AECOM, Feb 2019, p. 57). As is the requirement that developers provide a Transport Assessment / Transport Statement and Construction Environmental Management Plan for each site at the planning stage. The NPPF also requires developers to provide a Travel Plan and Transport Assessment so that the likely impact of their proposals can be assessed, (NPPF, Feb 2019, p. 32).

The village to the west of the railway line is very poorly linked for pedestrians and cyclists. At both rail under bridges single sub-standard footways adjoin narrow carriageways which have blind bends on their approaches. There is insufficient footway width for pedestrians to pass (DTp & CLG, 2007), (AECOM, Feb 2019, p. 24) and substantial numbers of commuters pass under the Station Road bridge. Currently all children walking to and from the primary school from the western part of the village need to use these routes. Alternate direction traffic signal controlled vehicular traffic would allow for the footways to be widened and would be safer for cyclists. Extending Knebworth station's pedestrian subway to Kerr Close may improve pedestrian safety.

HCC's policy with regard to accessing rail travel is that rail users should be encouraged, where feasible, to use sustainable transport modes for the "last mile" of their journey to access stations, principally bus, cycling and walking (HCC, 2019, p. 10). f



Figure 62 Pedestrian congestion under railway bridge

The community aspiration is that new developments should cause minimal traffic disruption during construction and, when completed, should improve existing conditions at known problem locations in the village to the benefit of all current residents of the village.

10.4 Policy KBT3 On Street Parking

KBT3 On Street Parking

Development proposals that minimise on-street parking, increase off-street public parking in the village centre, or provide off-street railway commuter parking, are more likely to be supported.

All types of developments are expected to meet the NHDC's minimum off-street parking provision. Any proposals that **do not** meet these standards are very unlikely to be supported, as are developments which add to the burden of on-street parking, or which encourage parking on footways.

On street parking (impeding the traffic and pedestrian flow) is a continuing and very emotive issue in the village. The viability of the village centre businesses is dependent on having sufficient on and off-street parking for customers and employees. Getting the right balance between free and charged-for parking is an ongoing problem. Free limited time parking in the 'high street' helps the businesses but sometimes impedes traffic flow. The KPC continues to seek an acceptable solution with NHDC/HCC.



Figure 63 Conflict in the 'high street' between vehicles and pedestrians (left) and between delivery vehicles, buses and cars (right)

Recent surveys show that rail commuter parking occupies most of the available space in the residential roads within 400 metres of the station during weekdays (Knebworth Parish Council, 2019). The station car park only has 48 charged for spaces which are usually fully occupied. Rail passenger numbers are predicted to increase by 40% by 2040 (Network Rail, 2018) therefore, it is likely that the demand for long stay car parking will increase accordingly. Incentives to encourage car sharing by rail commuters and the diversion of some bus services through new developments on the edge of the village to stop at the station at peak rail usage times may ameliorate this problem. Expanding the controlled residential parking zones could reduce this inconvenience to residents but it could also lead to rail commuters parking in more distant parts of the village or moving to other stations thus reducing the usage and eventually

the viability of Knebworth station. The provision of some dedicated, long stay, off-street parking funded by developers' contributions would also help.

The community aspiration is that there is a reduction in the amount of obstructive and obtrusive on-street parking in residential roads. The provision of sufficient suitable off-street parking to cater for rail commuters and for 'high street' shoppers would contribute to achieving this aspiration.

10.5 Policy KBT4 'High Street' (London Road) Traffic Issues

KBT4 'High Street' (London Road) Traffic Issues

Developer contributions will be sought to fund a formal study, with the aim of providing the optimum solution for the 'high street' (London Road) to:

- Reduce the potential for accidents and damage, for both parked and through traffic;
- Enhance the safety of pedestrians and cyclists and;
- Retain sufficient on-street parking to support local businesses.

Congestion in the 'high street' and peak period traffic using the B197 to avoid the A1(M) are already major concerns to villagers. Since HCC TP predicts that car trips in peak periods will increase by 17%-18% across the county (HCC, 2018, p. 26), the situation is unlikely to improve without positive remedial action.

Traffic congestion in the village 'high street' during peak periods and at times when there are problems on A1(M), is such that the risk of, and actual, damage to vehicles is increased, and through-traffic diverts into parallel, unsuitable, residential village roads to avoid the delays. Additionally, the emissions, noise and density of the congested traffic makes the 'high street' a less attractive place for pedestrian shoppers. The community aspiration is to increase the safety and attractiveness of the villages 'high street'.



Figure 64 Queuing traffic coming from Stevenage (left) and in the 'high street' (right)

Conversely, the implementation of temporary traffic lights in November 2018, and reduced parking in the 'high street', caused significant tailbacks at either end, substantially increased speed through the 'high street' and had a marked negative impact on 'high street' businesses.

The primary school, and the combined library, dispensing chemist and the proposed new doctors' surgery will all be to the east of the 'high street', whilst the bulk of the proposed new housing is to the west of the 'high street', thus increasing the expected amount of pedestrian movement across the 'high street' and the potential conflict with vehicular traffic.

The NPPF paragraph 106 states that local authorities should seek to improve the quality of parking in town centres. (NPPF, Feb 2019, p. 31). Hopefully a study, financed by developers, will produce a workable solution that is practical, and is acceptable to businesses, residents and road users.

A longer-term solution may be to widen the 'high street' to meet national planning design guides for carriageway, pavement and parking bay widths (CLG, 2019). As frontage properties are developed in future the building line should be brought back to be at least 7 metres from the existing carriageway centre.

10.6 Policy KBT5 Bus Routes

KBT5 Bus Routes

Developments that provide a suitable route for public service buses through developments on sites KB1 and KB2, so that no dwelling is more than 400 metres from a bus stop are more likely to be supported.

One of the objectives is to encourage people to change from private cars to using public transport. This is more likely to happen if the distance to a bus stop is relatively short. The Institution of Highways and Transportation 2000 suggests 400 metres maximum convenient walking distance to bus stops in an urban context (Guidelines for Providing Journeys on Foot, 2000), (AECOM, Feb 2019, p. 24). Diverting some of the current services (300 and 301) through proposed developments on KB1 and KB2 would allow these services to pass the rail station and benefit existing residents on the western edge of the village.

The community aspiration is that new and existing properties should be within a convenient walking distance of regular bus services, that serve the station and village centre and link the village with neighbouring towns.

11 Policies – Implementation

11.1 Introduction

The Neighbourhood Plan will primarily be implemented through the determination of planning applications by NHDC. The Neighbourhood Plan policies will provide a local focus to ensure decisions benefit the local community and will protect those assets most appreciated by residents. Major developments and associated infrastructure will be achieved principally through agreements between the local planning authority, developers and infrastructure providers.

The Neighbourhood Plan policies may be amended at intervals in order to remain in line with the Local Plan and any such review will be carried out by Knebworth Parish Council in accordance with the process and procedures in place at that time.

11.2 Policy KBI1 Spending Priorities

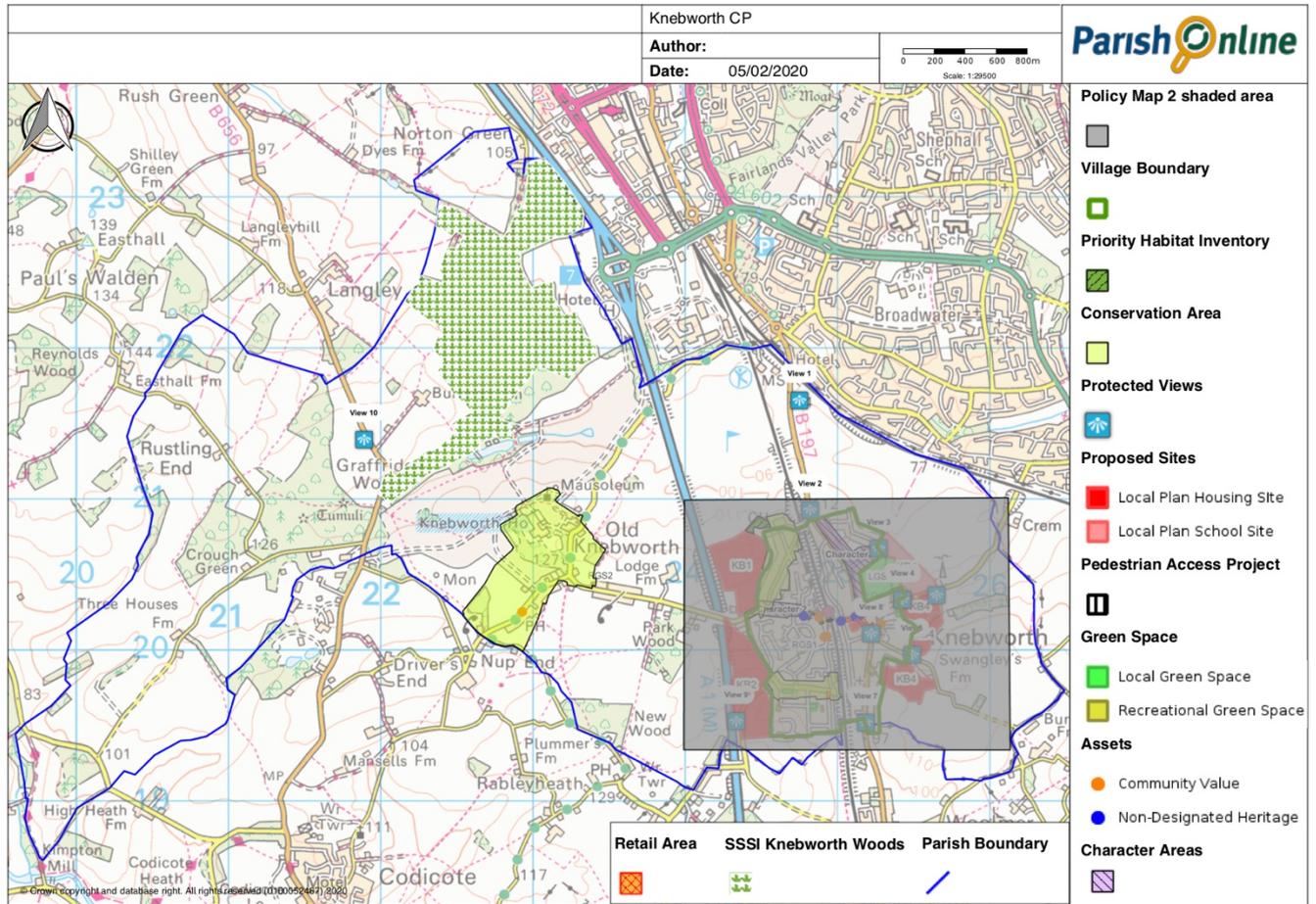
KBI1 Spending Priorities

Spending priorities will be delivered through S106 agreements, the Community Infrastructure Levy (if set by North Herts Council) or other funding streams, in accordance with the priorities set out in this plan. Funding derived from development in Knebworth should directly benefit Knebworth residents. The list of projects identified in the Action Plan (Appendix D) will be reviewed twice a year by Knebworth Parish Council.

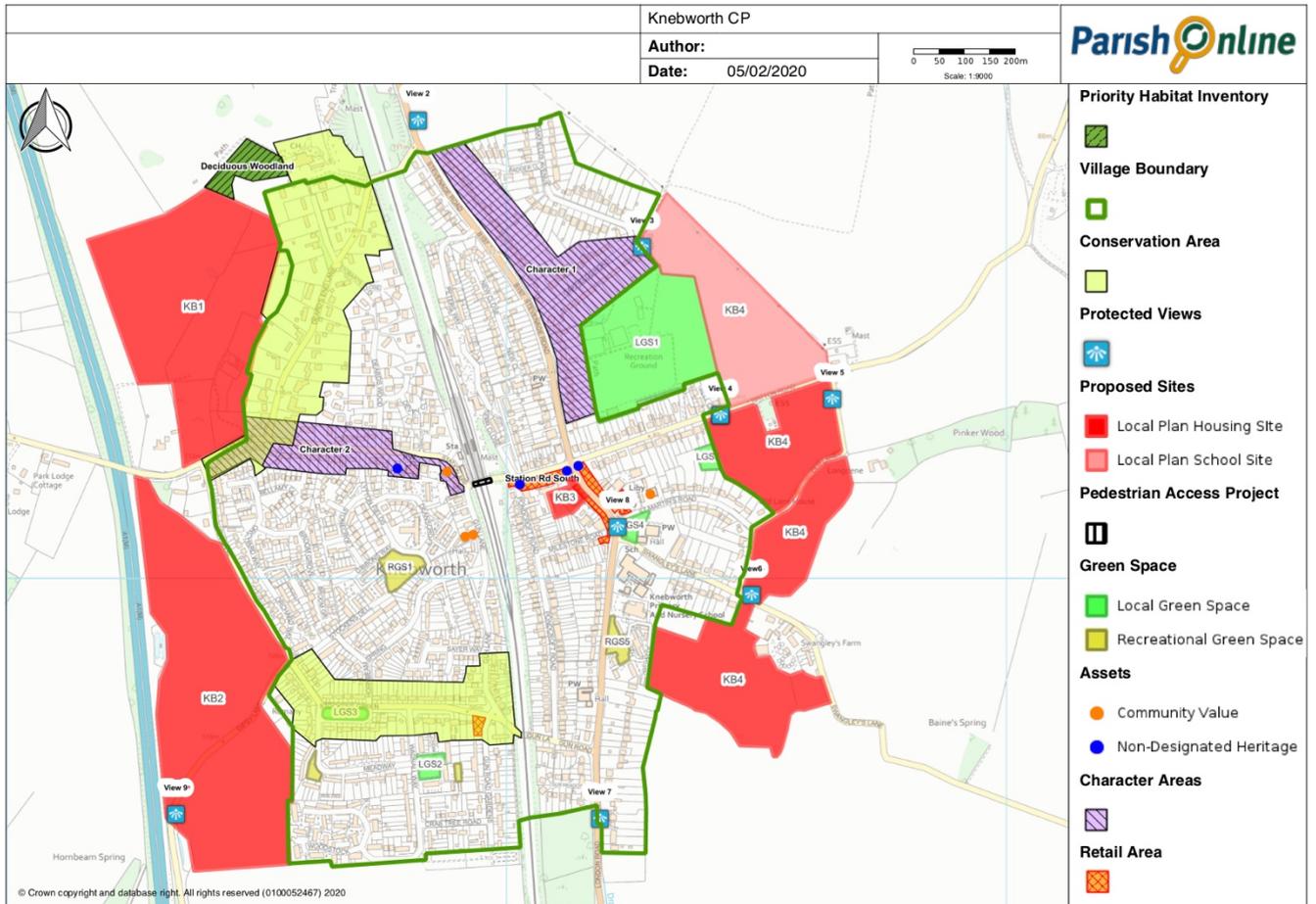
A number of non-land use proposals have been put forward during the various community consultation events and surveys of residents. These have been worked up into potential projects in consultation with Knebworth Parish Council and have been included in the Action Plan in Appendix D. These projects/tasks will require prioritising by the Parish Council, and where necessary, funding sources assigned.

Funding mechanisms will vary for each project and may be from both public and private funding sources. The Action Plan should be taken into account by developers when submitting planning applications for development in Knebworth Parish and by the NHDC and HCC when negotiating Section 106 Agreements. Funding from development in Knebworth should directly benefit Knebworth residents.

Appendix A Policies Map



Policies Map Shaded Area



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Appendix B Objectives Mapped to Policies

Objective		Related Policies
A.	Maintain the distinctiveness and separation of Knebworth from nearby towns and villages	KBDS01: Retention of separation KBDS02: Housing density KBEF5: Views and Character Areas
B.	Support existing employment locations within the built-up area and encourage new employment opportunities throughout the parish	KBLE1: New businesses KBLE2: Rural businesses KBLE4: Community businesses
C.	Encourage and support a diverse range of retail and service uses in the village centre, retain and protect the 'high street' retail frontage and retain the two public houses	KBLE1: New businesses KBLE3: Existing businesses
D.	Encourage the provision of suitable buildings for small scale businesses (including community shops) within new residential developments	KBLE1: New businesses KBLE4: Community businesses KBW1: Community Facilities
E.	Encourage the growth of home-based businesses including the provision of shared workspaces	KBLE1: New businesses KBLE2: Rural businesses KBLE5: Home working KBLE6: Telecommunications
F.	Ensure all new developments are inclusive and accommodating to the different needs of local residents including affordability and accessibility.	KBBE3: Accessibility and adaptability KBBE5: Masterplanning and Placemaking KBBE1: Housing mix
G.	Promote best practice in environmental performance of all construction projects to achieve low energy usage, incorporate renewable energy initiatives, conserve water, re-use building materials, provide electric car charging points and ensure all new buildings are carbon-neutral	KBBE2: Sustainable buildings KBEF2: Environmental Pollution KBEF3: Energy conservation KBEF4: Flooding and Drainage

Objective		Related Policies
H.	Require all new development to be of high-quality design and contribute towards Knebworth's character by being sympathetic to design of surrounding areas	KBBE4: Design
I.	Retain the existing architectural character of the Garden Village, conservation areas and other heritage assets	KBW4: Assets of Community Value KBBE4: Design KBBE6: Non-designated heritage assets
J.	Create attractive, easily accessible safe neighbourhoods through good design following the principles of 'Placemaking'	KBBE4: Design KBBE5: Masterplanning and Placemaking KBW1: Community Facilities
K.	Seek cost effective and innovative solutions (underground parking in major developments) to minimise the amount of land taken up with car parking	KBT3: On-street parking
L.	Ensure that all current and future amenities, medical facilities and service provision are inclusive, easily accessible and do not diminish in terms of quantity and quality to serve the growing population	KBW1: Community Facilities KBW3 - Recreational Green Spaces KBW5: Allotments
M.	Protect, enhance and increase accessibility to and the number of green spaces for recreational and health use	KBW1: Community Facilities KBW2 - Local Green Spaces KBW3 - Recreational Green Spaces KBW5: Allotments KBEF1: Biodiversity KBEF2: Environmental Pollution
N.	Identify options for provision of a community information space	KBW1: Community Facilities Action Plan
O.	Ensure future school and pre-school provision meets local needs, is high quality, offers choice, and includes appropriate accommodation, adequate facilities and safe and convenient access routes	KBW1: Community Facilities KBS1: Primary School KBS2: KB2 School Site KBS3: Pre-school KBS4: KB4 School Site

Objective		Related Policies
P.	Find a solution to the 'high street' traffic and parking problems	KBT2: Traffic impact KBT3: On-street parking KBT4: 'High Street' (London Road) Traffic issues KBT5: Bus Routes Action Plan
Q.	Negotiate for the provision of disabled access to rail station platforms.	KBT1: Sustainable modes of travel KBT2: Traffic impact Action Plan
R.	Support and encourage use of sustainable modes of transport including ensuring access roads through new developments are suitable for bus routes.	KBEF3: Energy conservation KBT1: Sustainable modes of travel KBT2: Traffic impact Action Plan
S.	Provide guidance on eliminating air, light, soil, water and noise pollution	KBEF2: Environmental Pollution
T.	Lobby appropriate bodies to undertake required improvements to eliminate current flooding problems and ensure new development is designed to prevent future flooding issues	KBEF4: Flooding and Drainage Action Plan
U.	Protect key views and character areas from the negative impact of new development	KBW1: Community Facilities KBW2: Local Green Spaces KBEF5: Views and Character Areas
V.	Preserve existing and design integral wildlife corridors and habitats into new developments to improve biodiversity, reducing public lighting to the minimum needed to ensure residents' safety where light pollution impacts wildlife	KBW2: Local Green Spaces KBEF1: Biodiversity KBEF2: Environmental Pollution

Appendix C Local Green Space Assessment

LOCAL GREEN SPACE ASSESSMENT

Site description	NP X-ref	Site Information							Critical Criteria				Evidence					
		Potential development site in local plan	National designation or right of way	Common land or village green	Private garden	Owner known	Insufficient evidence or criteria	Extant planning permission	Local in character	Extensive tract	Very special	Reasonably close 500m approx	Beauty	Tranquility	Intrinsic local character	Historical significance	Recreational	Natural wildlife
Knebworth Recreation Grounds, off Watton Road	LGS1	N	N	N	N	Y	N	N	Y	N	Y	Y	Lime avenues	Tranquil in parts	Jubilee Walk	Part of the design of the garden village	Multiple uses but break clause 2029	Pond in particular
Cherry Close Green	LGS2	N	N	N	N	Y	N	N	Y	N	Y	Y	Exceptional trees		Only open space with surrounding homes with very small gardens		Communal open space for a large housing area - social space	
Green, Stockens Green	LGS3	N	N	N	N	Y	N	N	Y	N	Y	Y	Very attractive	Yes - no ball games	Yes - part of the conservation area - has the appearance of a village green	Part of the design of the garden village	No	
Green, St Martins Green	LGS4	N	N	N	N	Y	N	N	Y	N	Y	Y	Attractive		Used for picnics. Characterful entrance to centre of village similar to village green	Curtledge of Lutyen's Church	Used for events	
Allotments, Watton Road	LGS5	N	N	N	N	Y	N	N	Y	N	Y	Y	During growing months	Very	Only one in Knebworth	1920's	Yes for growing food and flowers but access over other landowners land	Yes - butterflies, etc.
The Green, Park Lane, Old Knebworth	LGS6	N	N	N	N	Y	N	N	Y	N	Y	Y	Pretty	Yes	Part of the surrounding homes		Events have been held in the past	Great Crested Newts
Gymkhana Field, New Cricket Ground, Old Knebworth	LGS7	N	N	N	N	Y	N	N	Y	N	Y	Y	Attractive	Yes	Local character as part of	Part of Knebworth Park	New site of Cricket Club	
Land opposite war memorial on southern side of Park Lane	LGS8	N	N	N	N	Y	N	N	Y	N	Y	Y			Significant at Remembrance Day		Bench stopping place for cyclists and walkers	
St Martins Church Cemetery, St Martins Road	LGS9	N	N	N	N	Y	N	N	Y	N	Y	Y	Attractive trees	Yes	Local character surrounding church	Closed cemetery		Yes
St Marys Church Cemetery, Old Knebworth	LGS10	N	N	N	N	Y	N	N	Y	N	Y	Y	Beautiful	Yes very	Park of Knebworth Park	Closed cemetery		Yes

This Action Plan contains projects/tasks arising from consultation on the Neighbourhood Plan. These projects/tasks will require prioritising by the Parish Council, and where necessary funding sources assigned

	Project / Task	Timetable	Project Lead	Effect of non-implementation	Outcome sought / Objective
	Local Economy				
1	Obtain (free) off-street parking for shoppers in St. Martin's Road car park.		PC with NHDC	Limited growth of trade for retail businesses.	Increased use of village shops and other services.
2	Install electric vehicle charging points at PC 'owned' sites, e.g. Village Hall car park, Watton Road Recreation Ground.	Ongoing	PC through funding from developers, electric car manufacturers etc.	Slower change from fossil fuel vehicles.	Make the use of electric vehicles by local residents more viable and attractive
	Built Environment				
3	Set up a Placemaking Action Group	To be in place for when the first major housing development planning application is made.	Neighbourhood Plan Steering Group establish a group to comment on development proposals.	Unimaginative, standard estate layouts.	Influence urban design to strengthen the connection between people and the places they share. Obtain public spaces within developments that are the heart of the community.
	Wellbeing				
4	Actively seek to obtain a new indoor and outdoor sports hub, to include an all-weather pitch, new pavilion, changing rooms and social facilities		PC through appropriate funding bodies. Or as community sports facilities within the proposed new school(s).	Unlikely to attract more residents to participate in healthy sports activities. Continued travel by car to alternative sports facilities for practice and playing sessions.	Have modern and attractive sports facilities that allow local sports clubs to develop and is available to the general community.

	Project / Task	Timetable	Project Lead	Effect of non-implementation	Outcome sought / Objective
5	Have a minimum of 1.5 Ha of land that can be used for allotments.	Dependent on current allotments closing.	In the event of the current privately owned allotments closing the PC seek provision of suitable land from future developers.	Loss of opportunity for residents of flats and houses with small gardens to grow their own fresh produce.	Provide for current demand for allotments.
6	To lobby for additional G P's and health professionals based in the village	Ongoing	Request Knebworth and Marymead Medical Practice Patient Participation Group to raise with relevant Health Authorities.	Longer waiting times to see a health professional with a likely increase in visits to Hospital A and E departments.	Have sufficient medical staff to provide an acceptable service that meets current needs of the area and the future needs of a 30% increase in population.
	Traffic, Transport and Parking				
7	Obtain disabled access to station platforms	Ongoing	PC and user groups to lobby rail service providers	Continued inaccessibility of platforms for many people with reduced mobility, and continued access problems for parents and carers with children in prams and pushchairs.	Easy access to trains for all residents Get the parking tariff updated to say that disabled parking is free in all locations provided blue badge is displayed.
8	Implement a solution to the 'High Street' traffic and parking problems	Ongoing	PC with HCC and developer funding	Continued conflict between through traffic, parked vehicles and pedestrians with its negative effect.	A safer and less congested High Street that is attractive to shoppers

	Project / Task	Timetable	Project Lead	Effect of non-implementation	Outcome sought / Objective
9	Obtain a segregated cycle route between Knebworth and Stevenage cycleway network	Asap	PC with HCC. Consider for Section 106 funding.	Many cyclists will not cycle between Knebworth and Stevenage because of the potentially dangerous, sub-standard un-segregated cycleway on the unrestricted hill section of B197.	Provide a safer cycling link and encourage more cycle trips
10	Obtain land for off-street parking for rail commuters	Before the completion of major housing developments in neighbouring villages (e.g. Codicote and Woolmer Green) and in Knebworth.	PC to liaise with landowners and major developers. Consider for Section 106 funding.	Increased conflict between residents and rail commuters for on-street parking space	To reduce the adverse effect of increased rail commuter parking expected with the development of Knebworth and surrounding villages.
11	Obtain an extension of the rail station foot access tunnel to Kerr Close	Before the completion of major housing developments in the west of Knebworth	PC to lobby rail companies	Continued safety issues for pedestrians using the sub-standard footway under the railway bridge.	Motor traffic free link for pedestrians between western and eastern parts of the village.
12	Obtain extra capacity on rail services stopping at Knebworth	Ongoing	Request Knebworth Rail Users' Forum public group to lobby rail service operators.	Overcrowded carriages over longer peak periods.	Improved capacity on rail services to cater for the expected increase in demand.

Appendix E Abbreviations and Glossary

ABBREVIATIONS

ACV	Assets of Community Value
DEFRA	Department of Environment Food and Rural Affairs
dph	Dwellings per Hectare
HCC	Hertfordshire County Council
HMG	Her Majesty's Government
HQM	Home Quality Mark
KNP	Knebworth Neighbourhood Plan
KNPSC	Knebworth Neighbourhood Plan Steering Committee
KPC	Knebworth Parish Council
LGS	Local Green Space
NHDC	North Hertfordshire District Council
NPPF	National Planning Policy Framework
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment (see also Glossary of Terms)
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage System

GLOSSARY.

2011 Census - The results of the national statistical survey carried out by the Government in 2011.

Action Plan - A set of instructions to follow in order to solve a problem and to achieve an or objective that is desirable for improvements that do not fall within the planning remit.

AECOM - International consultancy company provided through Locality, see below.

Affordable Housing - Housing made available, based on the evidence of need, to people who are unable to afford housing at market prices, including Social Housing available to rent.

Ancient Woodland - Woodland known to have existed continuously since at least 1600.

Assets of Community Value - A right for Communities to nominate certain local and public or privately-owned buildings or land as an Asset of Community Value.

Biodiversity - This represents the numbers of different species as well as their genetic diversity within a particular habitat or ecosystem as well as their interactions and interdependencies.

Brownfield Site - Land that has been previously developed.

Character Area - Area of distinctive historic and aesthetic value.

Community Infrastructure Levy (CIL) - Is a planning charge used as a tool by local authorities to help deliver infrastructure to support development in their area.

Conservation Area - An area designated under Section 69 of the Town and Country Planning Act 1990 as being of 'special architectural or historical interest', the character and appearance of which it is desirable to preserve and enhance.

Construction Management Plan - A plan detailing how construction will be managed in order to ensure the effects of construction on residents and businesses are kept to a minimum.

Co-working - Offices generally ideal for start-up businesses and entrepreneurs looking for a better alternative to working from home. See also Shared Workspaces.

Designated Heritage Asset - World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Developer Contributions (or S106 Contributions) - Contributions required under a Section 106 agreement or planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) from developers for works and services directly related to the development and focused on site-specific mitigation of the impact of development e.g. funding additional school places.

Development Plan - Statutory Plans, including Local or District Plans and Neighbourhood Development Plans which are used to determine planning applications.

Ecosystem - A complex system of habitats and environments that are interrelated. It includes organic life - flora, fauna, fungi as well as the inorganic materials such rocks, pebbles and minerals.

Environmental Pollution - Pollution of waterways and ground water, soil, air, noise and artificial light.

Evidence Base - The information, comment and needs discovered by the Steering Group following various consultations with the parish community, enquiries made of interested parties and stakeholders and a determination of those issues and impacts which will have a bearing and consequence on Knebworth and the life of the community, over the next 15 years.

Examiner - An independent expert, sanctioned by Locality, who will be appointed by NHDC to examine the Knebworth Neighbourhood Plan submitted by KPC/KNPSG to ensure that it meets the "Basic Conditions" set by law for a Neighbourhood Plan. If the plan meets the Basic Conditions, with or without modifications, the Examiner will recommend to the NHDC that it proceeds to referendum.

Flood Plain - An area of land liable to flood from a watercourse, defined by the Environment Agency.

Garden City - A Garden City is a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.

Garden Village - Developments which, to varying degrees, aspire to the principles of Garden Cities, albeit at a smaller scale.

Green Corridor - A wildlife corridor, habitat corridor, or green corridor is an area of habitat connecting wildlife populations separated by human activities or structures (such as roads, development or logging).

Green Infrastructure - A network of green spaces and other features, such as parks, open spaces, woodlands, playing fields, allotments and gardens providing a range of quality-of-life benefits for the local community.

Greenhouse Gases - any [gas](#) that has the property of absorbing [infrared radiation](#). [Carbon dioxide](#), [methane](#), and [water](#) vapour are the most significant greenhouse gases.

Grey Water - Gently used household waste water that can be reused for some purposes without purification.

Habitat - Specific conditions or environments required for an organism to thrive. Dormice require deciduous woodland, hedgerows and scrub and for these to be connected rather than isolated.

Habitat Fragmentation - When a specific habitat is altered in some way so that it becomes two smaller habitats. Wildlife within each smaller habitat may have insufficient genetic variety to thrive, particularly if they are unable to reach other parts of the original habitat.

Hedgehog Highways - Allow hedgehogs to roam through back gardens to find food and nest sites. This may be as simple as leaving gaps below fences, which other creatures can also use.

'high street' - Local term in Knebworth for that section of London Road with shops.

Home Quality Mark - The Home Quality Mark (HQM) is a national standard for new homes, which uses a simple 5-star rating to provide impartial information from independent experts on a new home's design, construction quality and running costs. HQM will also show the impact of the home on the occupant's health and wellbeing.

Housing Associations - Independent, not-for-profit organisations that work with councils to offer flats and houses to local people on the Housing Register.

Infrastructure - Basic services necessary for development to take place, for example roads, electricity, internet provision, sewerage, water, education and health facilities.

Lifetime homes - Ordinary homes designed to incorporate design criteria that can be universally applied to new homes at minimal cost. Adding to the comfort and convenience of the home and supporting the changing needs of individuals and families at different stages of life

Listed Buildings - Any building or structure which is included in the list of 'buildings of special architectural or historic interest' as defined in the Planning (Listed Building and Conservation Areas) Act 1990.

Local Green Space - Is where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.

Local Plan - The NHDC Local Plan covering amongst other issues, development and infrastructure in North Hertfordshire.

Local Referendum - A vote for electors in the Neighbourhood Area to accept or reject the Neighbourhood Plan.

Locality - The body established by Her Majesty's Government which, in addition to other duties, monitors and provides advice and support/funding to enable the creation of Neighbourhood Plans for local communities in England & Wales.

Made - The term used to signify that a Neighbourhood Plan, having been approved at referendum, has been adopted by the Local Authority, and has become an integral and legally binding part of the Local Plan.

Masterplanning - Making the connection between buildings, social settings and their surrounding environments. A master plan includes analysis, recommendations and proposals for a site's population, economy, housing, transportation, community facilities and land use.

Mitigation - Measures taken to lessen the force or intensity of the effects of a development.

Modular Building - a construction method that involves constructing sections away from the building site. Buildings or houses that consist of repeated sections called modules.

National Planning Policy Framework (NPPF) - Sets out national policy and how this is expected to be applied.

Neighbourhood Development Plan - See Neighbourhood Plan.

Neighbourhood Plan - An essential element within the Localism Act 2011 it is the mechanism through which local communities can influence and sometimes control development and growth in their Designated Area.

Neighbourhood Plan Designated Area - The recognition of, and formal delineation of the area within which the effect of a Neighbourhood Development Plan is deemed to be in operation.

Non-designated Heritage Assets - Buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets

NOx - Nitrogen Oxides which contribute to air pollution and formation of e.g. acid rain or smog

Objective - An aim or a goal to assist in achieving the overall vision for the area.

Open Space - All open space of public value including land, river, canals, and lakes.

Parish - The area covered by the Knebworth Neighbourhood Plan as submitted to NHDC.

Picton houses - Distinctive style of house built by a company of local builders based, at that time (circa 1920-1940), in London Road, Knebworth. Proprietors William Picton and Benjamin Percival Picton.

Place Making - The process through which we work together to shape our public spaces and involves the planning, design, management and programming of shared use spaces.

Policy, tenure blind - Houses for sale and houses built for the council to let are purposefully made similar in design so as to mask the tenures.

Pre-submission - See Regulation 14 Consultation.

Preferred Options - The NHDC Consultation with the residents of North Hertfordshire in late 2014 sought the views of residents to their preferred options for future development in North Herts.

Qualifying Body - A Parish or Town Council which is responsible for producing a Neighbourhood Plan in its parish or town.

Regulation 14 Consultation - The statutory consultation conducted by the Qualifying Body (here KPC) to the Neighbourhood Plan being submitted to the NHDC.

Regulation 15 Submission - Where a qualifying body (here KPC) submits a plan proposal to the local planning authority (NHDC), it must include a map or statement which identifies the area to which the proposed neighbourhood development plan relates; a consultation statement; the proposed neighbourhood development plan; and a statement explaining how the proposed neighbourhood development plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act, the Basic Conditions.

Saved Policies - The policies which are currently applicable to housing and development in North Hertfordshire in the absence of a new Local Plan which is being drafted by NHDC.

Shared Space - A design approach that aims to reduce the dominance of vehicles by reducing or removing traffic signs, road markings and in some cases kerbs, resulting in 'level surfaces'

Shared Workspace - A group of offices catering to and house more established businesses. They often provide more traditional amenities to meet the needs of their clientele. See also Co-working spaces.

Sheltered Accommodation - Purpose built or converted housing exclusively for sale to elderly people; self-contained accommodation with communal facilities and warden.

Significant Development - A development of a scale sufficient to trigger the requirement for a Transport Assessment in accordance with *Roads in Hertfordshire: Highways Design Guide 3 Edition* e.g. residential development in excess of 80 units.

Sir Edwin Landseer Lutyens - English architect noted for his versatility and range of invention along traditional lines and who was the consulting architect for a development plan for Knebworth Garden Village in 1910.

Soil Structure - the way in which soil particles - sand, silt, clay as well as organic and inorganic matter - are arranged. Good soil structure has many pores that allow air, water and the soil's fauna to circulate.

Sustainable Development - Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.

Strategic Policies - Those Saved Policies and future policies forming the NHDC Local Plan with which the Neighbourhood Plan must be in general conformity for example, the Strategic

Strategic Housing Land Availability Assessment (SHLAA) - a technical assessment to identify potential new land suitable, accessible and available for housing, to meet e.g. NHDC's required housing needs, as part of the evidence base for e.g. NHDC Local Plan

The Plan - See Neighbourhood Plan.

Vernacular - A local style of architecture for homes and domestic buildings

View - A pleasing sight seen from a particular place

Vision - Description of how the community would like their area to be in the future.

Wildlife Corridor - These are links between similar habitats (possibly those that have been fragmented), that allow wildlife to move between the habitats. New corridors take account of the wildlife's current territories to provide continuity of movement.

Zero Carbon or Carbon Neutral (for new homes) - Achieving net zero carbon emissions by 'balancing' a measured amount of carbon released with an amount of carbon offset. This assumes that new development can be designed to take CO2 out of the carbon cycle.

Appendix F Acknowledgements

The Knebworth Neighbourhood Plan Steering Committee would like to express their thanks and appreciation to the following people and organisations for their invaluable help and involvement with the development of this Neighbourhood Plan:

- Members of the Neighbourhood Plan working groups for:
 - Traffic, Transportation and Parking - aiming to improve infrastructure and parking issues
 - Local Economy, including retail, restaurants and bars
 - Environment and Flooding - all aspects of local green spaces, conservation and pollution
 - Built Environment, which covers housing density and character
 - Schools and Education - covering pre-school, primary and secondary provision
 - Wellbeing, which includes medical and public services
- Knebworth Parish Council for embarking on the project, funding and councillor support
- North Herts District Council Officers for their advice and guidance
- Locality for funding
- Knebworth Parish News for publishing news updates
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- Residents and businesses who have helped with delivery of leaflets
- Landowners and developers who engaged with the group, shared their aspirations for their sites and supported the process.
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- Knebworth Scout and Guide leaders
- Youth Project volunteers and group members
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- Waste Not Want Not plant nursery for their contribution to the plants/planters themselves.

THANK YOU

Appendix G Wildlife Sites

The following sites are Nationally or Locally designated sites:

1 x SSSI

Knebworth Woods

6 x Ancient Woodlands (many of which also have LWS status *)

Graffridge* /Winter Woods

Newton/Cannocks Woods

Node Wood

Park Wood

Soot Wood/Briary Spring*

Watery Grove

There is also a long list of veteran and mature trees in Knebworth Parish.

20 x Local Wildlife Sites (non-statutory local designations)

Holl Lays Wood

Crouch Green Meadow

Church Wood (near Knebworth)

Node Wood*

Graffridge Wood*

Graffridge Meadows (part)

Soot Wood/Briary Spring* (part)

Peartree Wood & Roundwood Dell

Kitching Green Lane (small part)

Garston Meadow (Norton Green)

Plantations S. part Newton Wood

Knebworth Park

Park Wood*/Home Wood

Crouchgreen Woods

Burleigh Farm

Burleigh Farm Meadow

Rusling End Meadow

Rusling End Meadow South

Disused Chalk Pit by Knebworth Railway

New Wood (near Rabley Heath)

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