

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT

KNEBWORTH



Final Report
September 2007

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INTRODUCTION

The Knebworth Urban Design Assessment final report is structured into four sections.

1. INTRODUCTION

The introductory section sets the context for the Urban Design Guidelines and the Urban Design Assessment by providing background information for some of the assessment criteria, an overview of the settlement's geographic and socioeconomic conditions, a review of the current policy context unique to Knebworth and an historical overview of the village.

2. URBAN DESIGN GUIDELINES

The Strategy Plan and Settlement Principles lays out broad principles in both planimetric and text form which characterise the four Urban Design zones and sets out principles for circulation, views and legibility.

The Urban Design zones section defines the areas associated with each Urban Design zone and identifies the 'norm' for each zone. The Knebworth Urban Design zones have been created on the basis of existing characteristics, reflecting the morphology, density and typologies of each area, and an understanding of how these areas should be viewed in light of any potential development or regeneration of the zone.

Guidelines based on the assessment criteria have been created for each zone, followed by case studies for infill sites and larger sites.

3. URBAN DESIGN ASSESSMENT

The Urban Design Assessment provides the baseline evidence and analysis which has shaped the strategy plan, settlement principles and urban design guidelines. The assessment follows the criteria described in the borough-wide report. Please note that the maps contained within this report are not to scale. The Key Issues, Safeguards and Opportunities outlines the issues that emerged from the baseline evidence and analysis with potential steps to be taken to address them.

4. CONSULTATION WORKSHOP

The Consultation Workshop summary encapsulates the results of the Knebworth stakeholder workshop. Many of the stakeholder comments have been used as evidence in the urban design assessment.

URBAN DESIGN GUIDELINES and CASE STUDIES

The Urban Design Guidelines have been created on the basis of each Urban Design zone. The guidelines have been developed following the Urban Design Assessment criteria described in the district-wide report, although circulation, views and legibility have been addressed under the settlement-wide principles.

Urban Design Criteria

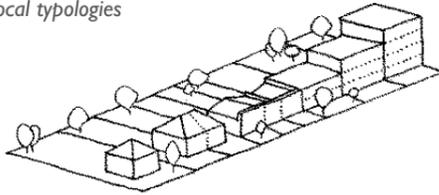
The following examples provide a summary of the urban design criteria used:

Building types

Building types considered for Knebworth include:

- Bungalows
- Terraced housing
- Semi-detached housing
- Detached housing
- Block of flats

Local typologies



Building heights

Building heights considered for Knebworth includes:

- One-storey
- Two-storey
- Three-storey

Density

Density is based on an amalgamation of a number of different elements including building typology, building height, spacing between buildings, setbacks and garden size:

- Low density generally refers to one and two storey detached houses, with large spaces between buildings, large setbacks and gardens;
- Medium density generally refers to two storey semi-detached houses with medium spaces between buildings and medium sized setbacks and gardens; and
- High density generally refers to two storey terraced houses and two, three and four storey blocks of flats, with small setbacks and small or communal gardens.

Building lines

Building lines will be considered for each Urban Design zone generally in terms of:

- Large setback (6+ metres, depending on the building height)
- Medium setback (3 - 6 metres)
- Minimal setback (0 - 3 metres)

Building orientation

Building orientation impacts urban design in terms of:

- Building orientation toward street front
- No particular building orientation

Pattern of open spaces

As well as the pattern of public open spaces within the urban area, gardens have also been considered in terms of:

- Divided front gardens
- Shared front gardens
- Divided rear gardens (back-to-back with rear gardens)

The type of garden reflects on such concerns as the appearance of the streetscape, the privacy of the dwellings, quality of the wildlife habitat, the type of development, and the size of the development site.

Parking

Parking options can be classified as:

- On-street parking
- On-site communal parking
- On-site individual parking

Decisions on the parking type relates to type of streets within the Urban Design zone (primary or secondary through streets or dead-end streets)

Case Studies

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone. Depending on the zone, case studies may suggest applying the following density conditions relative to the surrounding character:

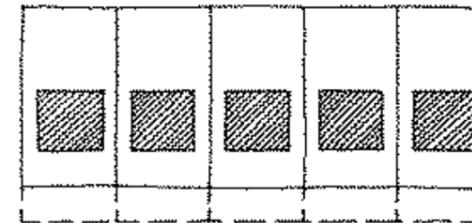
- typical density - which works with the existing building typologies, building heights and setbacks;
- enhanced density - which considers a moderate increase in density looking at different typologies, building heights and setbacks; and
- increased density - which considers a significant increase in density looking at different typologies, building heights and setbacks. Increased density is generally only suggested where larger sites (discussed below) are available.

The case study drawings which follow each zone's guidelines are illustrative only, particularly as it regards car parking or amenity space.

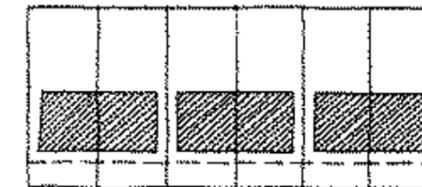
The case studies dedicated to each zone are divided into two categories, **infill** and **block** sites. A block site is considered to be an site area greater than 0.35 hectares, with dimensions of no less than (approximately) 50 metres by 70 metres. Block sites, due to their size, have greater latitude to introduce new densities and characteristics into an urban design zone. Examples are shown to the right.

The determination of minimum block size has drawn advice from the *Urban Design Compendium*, produced by Llwyn-Davies for English Partnerships and The Housing Corporation in 2000.

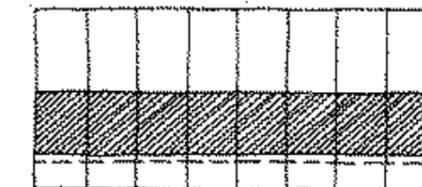
Infill samples



Detached housing, medium setback = approx. 30 dph
(Assumes 5m setback, 11.5m rear garden, 13m x 25m plot)
Detached housing, large setback = approx. 25 dph
(Assumes 10m setback, 11.5m rear garden, 13m x 30m plot)



Semi-detached housing, medium setback = 40 dph
(Assumes 3.5m setback, 11.5m rear garden, 9.5m x 25m plot)
Semi-detached housing, no setback = 50 dph
(Assumes no setback, 11.5m rear garden, 9.5m x 21.5m plot)

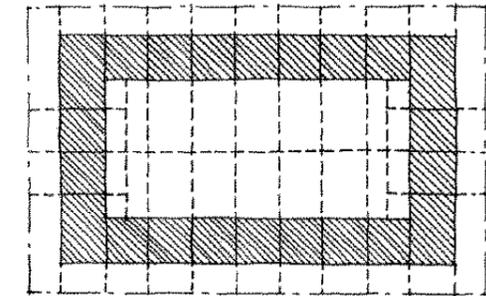


Two-storey terrace housing, medium setback = 60 dph
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)
Two-storey terrace housing, no setback = 70 dph
(Assumes no setback, 11.5m rear garden, 7m x 25m plot)
3/4-storey terraces with flats, medium setback = 100 dph
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)

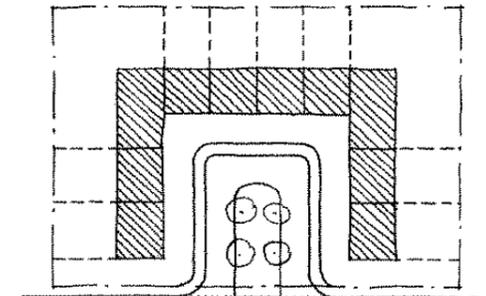
Block samples

The block samples were designed on the basis of the minimum block size of 50x70 metres (0.35 ha).

Minimum perimeter block



Close development



KNEBWORTH - TODAY

Physical Location

Knebworth is a village located on the southern boundary of North Hertfordshire, just south of Stevenage. The village is situated on the former Great Road North, some 28 miles north of London. The village has two aspects, Old Knebworth and Knebworth, which are bisected by the A1 (M) motorway, though this is bridged over. This report covers Knebworth only. Stevenage New Town is located some five miles to the north of Knebworth, and was constructed right to the parish boundary with Knebworth.

Transport Connections

Knebworth is on the railway line between Cambridge and London Kings Cross, and is served by a frequent service. The journey time to London Kings Cross is approximately 35 minutes. The town is a five-minute drive to the M1 and 15 minutes from the M25. Luton Airport is 17 miles away, whilst Heathrow Airport is 40 miles, or a one-hour drive from Knebworth.

Population and population density

The population of Knebworth is 5,034, occupying an area of approximately 1,464 hectares.

Social composition

The largest age groups in Knebworth are 5-15 years old (13%), 20-44 years old (36%), and 45-64 years old (24%). 1.67% of the economically active population is registered as unemployed, whilst 12.5% of the local population is retired. There are a total of 2,104 households in Knebworth, of 27% are owned outright, whilst an additional 46% owned with a mortgage or a loan.

The average percentage of people aged 16-74 with no qualifications is 17%, and the average percentage of people aged 16-74 with the highest qualification attained at level 4/5 is 30%. The ethnic composition of the village is 93% white British residents.



LOCAL POLICY CONTEXT

The following provides a summary of the local policies contained within the Local Plan of relevance to Knebworth.

North Hertfordshire District Local Plan No.2 with Alterations, April 1996

Green Belt:

The village of Knebworth is surrounded by the Green Belt. This restricts any expansion of the town beyond its existing limits.

Shopping frontage:

The Council will permit proposals for commercial development and change of use in designated shopping frontages, provided they support and maintain shopping as the main activity in town centre, and do not seriously affect the vitality and viability of town centres (Policy 42).

Acceptable uses for the shopping frontage are seen as A1 Retail, and A3/A5 Food and Drink. These should usually be provided at ground floor level.

Residential:

Proposals for new residential development, conversions, or changes of use, within existing residential areas will be permitted, provided they are acceptable in land use and environmental terms.

Ancient Monuments:

There are designated Ancient Monuments at Deard's End Bridge, and Round Barrows in Graffidge Wood. The Council will seek to conserve and enhance these by refusing permission for any development that would adversely affect the site or its setting.

Conservation Areas:

In the Conservation Areas at Deard's End and Stockens Green, the Council will only permit proposals that maintain or enhance the character of the designated area, and will refuse:

- The demolition of buildings, walls, and structures which are important to the visual quality and historic integrity of the Conservation Area;
- Any development proposal which does not respect and reflect the visual quality of the area because of its design, materials, colour, form, and scale; and
- The felling, or removal of, or unsympathetic work on, trees which contribute to the visual quality of the area.

Knebworth Parish Plan - April 2007

As part of the Knebworth Parish Plan consultation, over 2000 questionnaires seeking opinion on various aspects of village life were delivered to all homes and businesses in the Parish during September 2004.

The consultation revealed that the priority issues are:

- * Traffic Congestion and Parking
- * Chas Lowe's Yard
- * Crime & Policing

Better provision for teenagers, the importance of local services, difficulties with village-wide communications/news, the need to improve the railway station, protection of surrounding countryside and calls for more community events also feature highly.

Opinion is divided on the issues of affordable housing development, need for a bypass, secondary school provision and care for the disabled.

In addition to the questionnaires, local organisations/voluntary groups and businesses based in the Parish were invited to attend discussion forums.

The main concerns of these businesses were:

1. Parking and traffic congestion
2. Crime/unsociable behaviour
3. The future of Lowes yard.

The survey results have been fed into the preparation of the Plan which is due to be consulted upon in late April 2007.

The overall aim of the Plan is to improve the social, economic and environmental well-being of the parish and help guide future development.

KNEBWORTH - HISTORY

Knebworth is located on the southern boundary of the North Hertfordshire district, between Stevenage New Town to the north and Old Welwyn to the south. There is evidence of habitation since Neolithic times and occupation in or near Knebworth in the Bronze Age, although there is little to support any Roman occupation.

It is likely that a small community may have been started at Knebworth between the 5th and 7th centuries, inhabited by Saxons. The village is perhaps best known nationally for Knebworth House, the country house of the Lytton family, which has hosted several large-scale music events since the mid-1970s.

Initially the village was centred around Knebworth House and the parish church. This changed around 1870 with the arrival of the railway, at which time a 'new' village began to evolve around the station, creating a dormitory community, the majority of whom were employed in London.

In 1910 Edwin Lutyens was commissioned to draw up plans for the Knebworth Garden Village. This was to be developed on an 800-acre estate, and laid out in accordance with the Garden City principles of generous residential dwellings wide tree-lined thoroughfares. The majority of the new dwellings were to be developed on the eastern side of the village, and were advertised for sale as either freehold or leasehold. When complete, the Garden Village was to have a population of 25,000.

Unfortunately, the First World War interrupted the development of the Garden Village, and though some elements of the scheme were completed at Watton Road, progress was much slower than initially anticipated. Those parts of the Garden Village that were completed are some of the most attractive in the village.



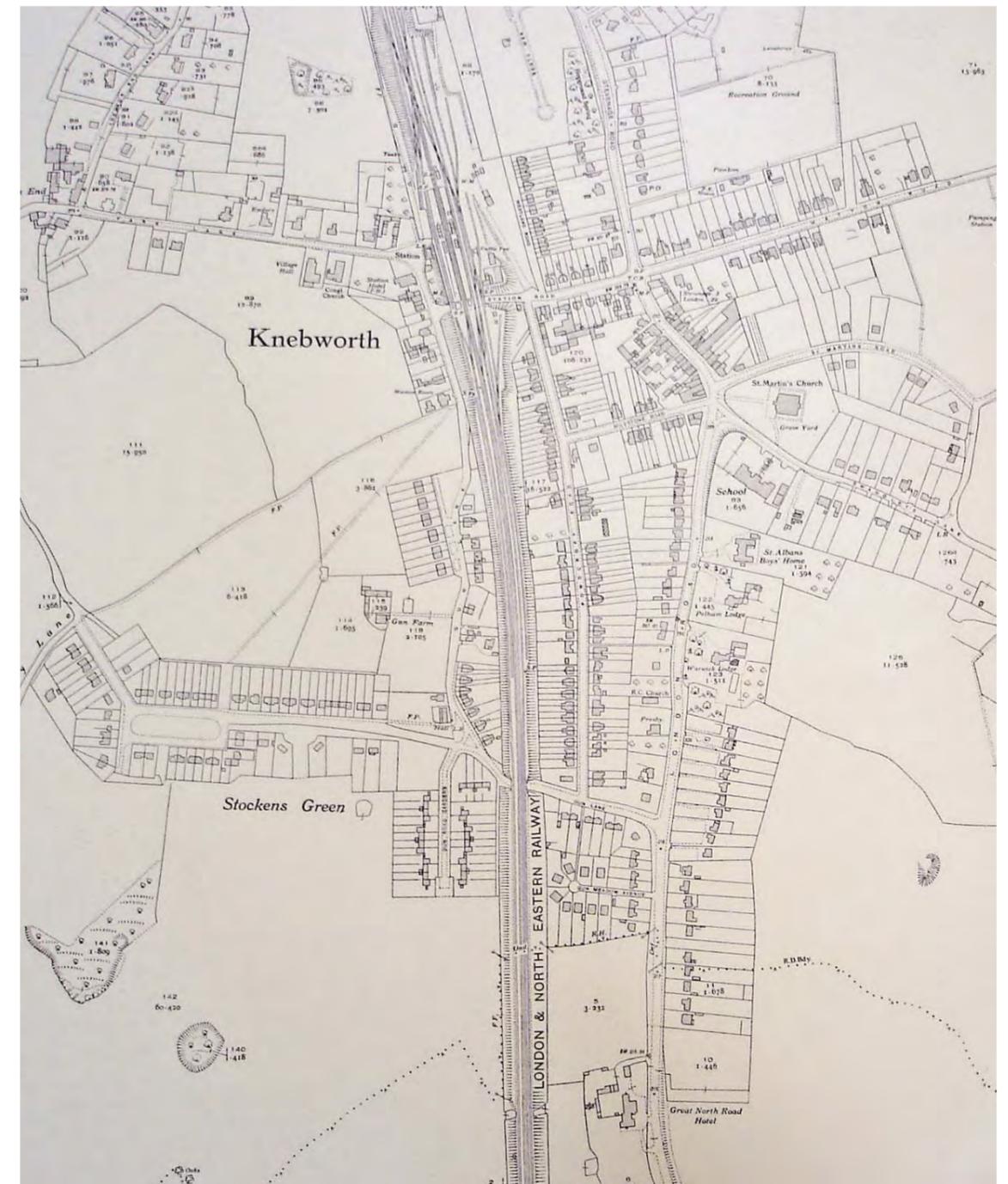
London Road, Knebworth (Source: F.A. Richardson, Knebworth - the story of a Hertfordshire Village)

Another interesting development scheme was undertaken at Stockens Green, where a co-partnership society was established to buy land and build houses, with tenants investing in the company and ultimately earning a share in the profits of development related to their initial investment. Local farmers and their employees supported the scheme, and some 50 houses were eventually built to a high standard. These are now subject to Conservation Area designation.

Many of the other more traditional residential areas of the town, at Pondcroft Road, Milestone Road, Westland Road, and the area on the south side of Station Road were developed before the Second World War.

There was a significant quantity of residential development in the postwar era, primarily by the public sector. The social housing estate west of Gun Road Gardens was built, along with infilling between Park Lane and Stockens Green, and the redevelopment of some large gardens for residential units. Notable redevelopment sites in the postwar era included Haygarth, where two lodges were demolished to make way for 68 dwellings, flats, and maisonettes, and Gun Farm House, which was demolished to make way for 30 houses on what is now Sayer Way.

More recently, sheltered housing for the elderly at Deanscroft and Bulwer-Lytton House were opened in 1981.



Historic Map of Knebworth from 1937 (Map courtesy of the Hertfordshire County Council).

URBAN DESIGN ZONES

This section provide a summary of the 'general' characteristics of each of the urban design zones which have been identified for Knebworth. It should be noted that there are houses of varying ages in most of the roads especially where private infill development has taken place.

Village Centre

The village was mostly developed post-1870 in response to the arrival of the railway. The centre has evolved at a domestic scale, and is predominantly 2-storeys in height. The majority of commercial buildings were built in the early part of the 20th century, and are grouped around Station Road and the crossroads with London Road. Buildings on London Road have an almost continuous facade with a back pavement edge building line. On Station Road buildings are smaller in scale and individually constructed rather than forming a block. Buildings are set back from the road by between 4-5 metres. The Zone also incorporates the Station, Village Hall, Trinity Church and office block on the western side of the railway lines. The most distinctive building in the Village Centre is the Edwin Lutyens' designed St Martin's Church at the junction of London Road and St Martin's Road.

Historic Inner Zone

This zone incorporates many of the houses built by 1910 and is centred on Pondcroft Road, Milestone Road, Gun Lane and Gun Road Gardens. This is a relatively dense zone, with closely spaced detached and semi-detached houses and some short rows of terraced dwellings with minimal front garden space and long narrow rear gardens. The streets run parallel or perpendicular to London Road and form long perimeter blocks, or back onto the railway lines.

Semi-rural Zone

The Semi-rural Zone encompasses those parts of the village built to Garden Village designs at Watton Road and Oakfields Avenue, and the large detached properties at Deard's End Lane which also includes some of the seventeenth century farm houses, cottages and barns.

The zone also includes Stockens Green a housing experiment started in 1912 by a co-partnership society.

All these areas are characterised by low density large detached properties set within significant private amenity space, with large setbacks and mature tree and shrub planting. Dwellings on the eastern side of the village generally adhere to a Neo-Georgian design, whilst those at Deard's End Lane are more varied, and include some contemporary designs.

Postwar Suburban Zone

This zone incorporates the council estate west of Gun Road Gardens, and the infilling between Park Lane and Stockens Green built after the second world war and centred around Gypsy Lane, Orchard Way, and Wadnell Way to the west of the railway line.

The Zone also includes more recent infill development east of the railway lines along Peters Way and Kerr Close, and pockets of development around Haygarth, Woodstock and a few properties on the west side of Gun Meadow Avenue.

The zone is of medium to high density and contains a variety of dwelling types including some two storey detached houses, semi-detached dwellings, terraces and three and four storey flat blocks. The residential areas are set around an informal network of curvilinear streets with some dwellings grouped around short cul-de-sacs. The postwar area to the south of Stockens Green has a more formal layout of blocks. Most dwellings are set back behind medium sized open plan front gardens, and are of standard 1960s/1970s domestic design, though many properties have been refurbished to a high standard.

Urban Design Zones

- Village Centre
- Historic Inner Zone
- Semi-rural Zone
- Postwar Suburban Zone
- Open Land
- Local Amenities



STRATEGY PLAN AND SETTLEMENT PRINCIPLES

Urban Design zones

A The Village Centre should continue to serve its important local convenience and service role. Opportunities should be explored to enhance this provision through the development of gap sites and backland areas for a mix of uses which could incorporate residential within the upper floors. The character of the Village should be enhanced through shop front improvements and streetscape enhancements particularly along Station Road to consolidate its place within the Village Centre. The incorporation of a new public square should also be considered as part of new development.

Station Road, west of the railway line to be considered part of the Village Centre to provide some services for residents.

B The Historic Inner Zone should provide quality two-storey medium to high density housing with strong links to the Village Centre and the train station.

C The Semi-rural Zone should provide quality low-rise, low to medium density housing which accentuates the existing street morphology and topography, and acts as a transition between the countryside and the village.

D The Postwar Suburban Zone should provide a variety of housing types with residential development up to three storeys where appropriate. Medium to high density development should be encouraged within this zone.

E Protected Density Zone: A 100m boundary has been marked from the urban boundary where lower density development should be considered to avoid presenting a hard edge to the surrounding countryside. The urban boundary should be interspersed with planting and pedestrian access routes into the countryside.

Circulation

F The primary distributor road should facilitate through traffic ensuring that two-way traffic is prioritised over on-street parking (except at the Village Centre), with efforts to be made to include cycling routes.

G The secondary distributor roads should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with street design to ensure calmed traffic.

H The Village Centre should be considered as an activity zone which prioritises local convenience and service provision as well as community uses. Through traffic should be calmed through on-street parking, pedestrian crossings and the use of

streetscape elements such as different paving surface treatments.

I Footpaths should be considered as significant pedestrian routes which receive significant design attention to enhance the village's rural character and improve their appearance and the sense of security through overlooking and lighting. Opportunities should be sought to open up additional pedestrian routes beneath the railway lines.

Views

J The key view of St Martin's Church within the Village Centre should be protected.

K The key views from the periphery of the urban boundary out towards the countryside should be protected, and the impact of the massing, height and architectural quality of any new development within the view corridor and at the urban boundary should be considered part of the development's application.

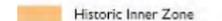
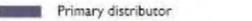
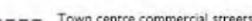
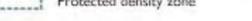
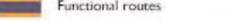
Legibility

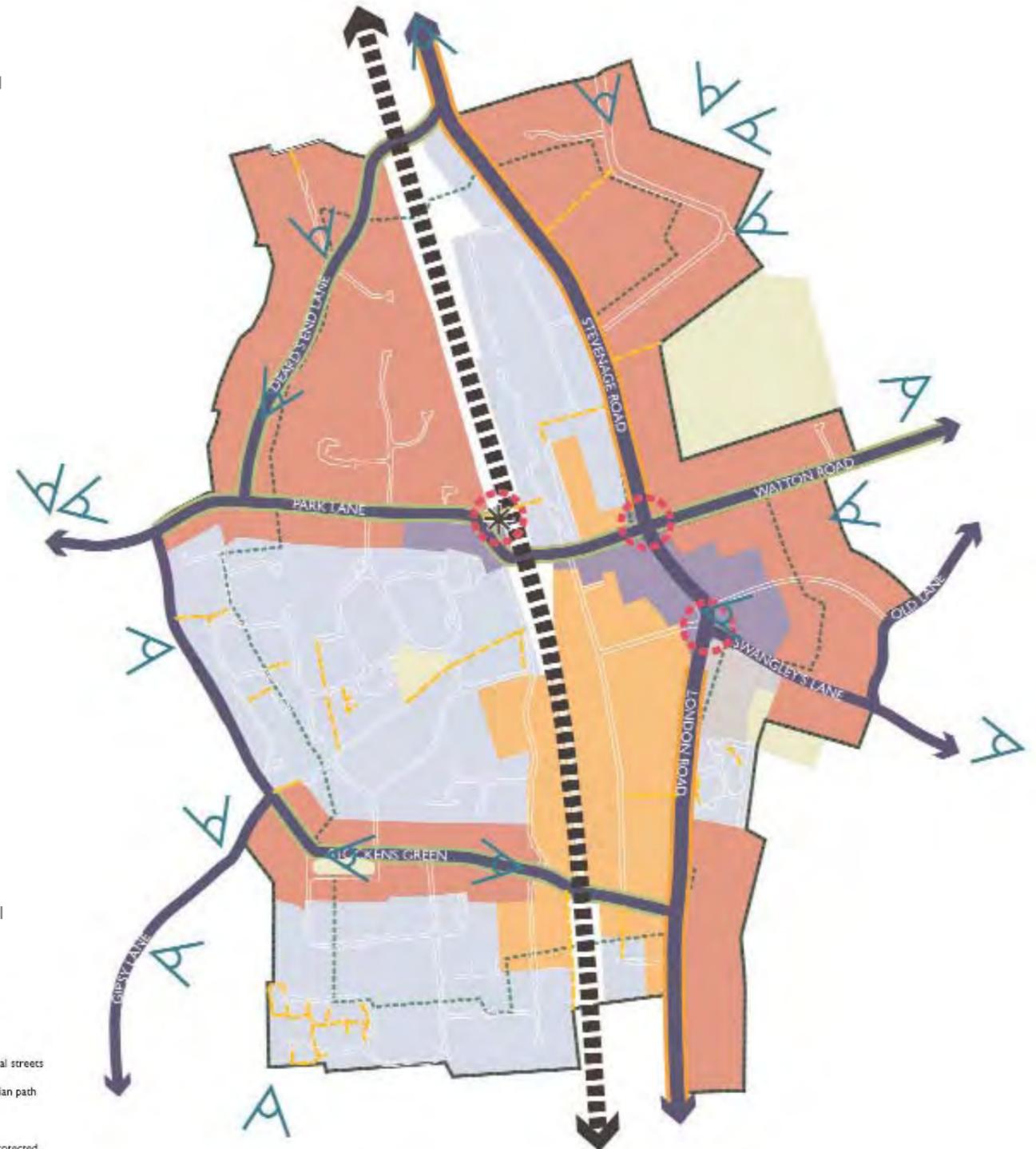
L The gateways at the two ends of the Village Centre should mark the entry through streetscape elements, signage, and building quality.

M The station is a key gateway into the village and opportunities will be sought to improve the station and its environs and the route towards the Village Centre through treatment of the buildings, the road, signage and streetscape elements.

N 'Functional routes': There are opportunities along London Road and Stevenage Road to improve cycle and pedestrian paths, create crossing points

O 'Scenic routes': Deard's End Lane, Park Lane, Watton Road and Stockens Green are secondary distributors leading into the centre where streetscapes should respond to local materials and character, and retain distinctive characteristics such as the mature planting to plot boundaries and formal grass verges (at Stockens Green).

Urban Design Zones	
	Village Centre
	Historic Inner Zone
	Semi-rural Zone
	Postwar Suburban Zone
	Open Land
	Local Amenities
	Railway Station
	Primary distributor
	Secondary distributor
	Town centre commercial streets
	Improved cycle/pedestrian path
	Proposed gateways
	View corridors to be protected
	Protected density zone
	Functional routes
	Scenic routes

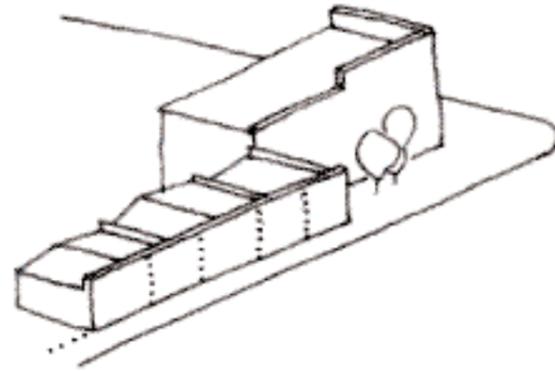


URBAN DESIGN GUIDELINES: VILLAGE CENTRE

Assessment Category	Criteria	Guidelines	Page Reference	Photo Reference
Making places	Building types	The Village Centre retains many of its early 20th century shop buildings which are terraced and front directly onto the street along London Road, and are individually built along Station Road. The primary typology should be terraced buildings with flats above shops.	21	
	Materials / architectural styles	The main materials are brick and render. Traditional brickwork should be favoured over modern wirecut bricks. Ceramic tile, slate or slate substitute roofing material should be encouraged. New development should look to enhance the appearance of the Village Centre and respect the variety of the rooflines.	22-23	2-4
	Listed buildings/ Conservation Area	Knebworth Village Centre is not a designated Conservation Area. St Martin's Church, designed by Sir Edwin Lutyens is a listed and a prominent landmark building within the Centre, views to the Church should be protected and enhanced. The stone milestone marker at the junction of Station Road and London Road is also listed. This feature should be retained and the setting should be enhanced through streetscape improvements to reinforce local character.	24-25	
	Building heights and massing	Development throughout the Village Centre should be predominantly two storeys, with the opportunity to step up development at key junctions and within corner plots. The skyline created by the variety of roofs of buildings within the Village Centre should be preserved and enhanced. Plots should be kept small and narrow to generate more active frontage and to protect the human scale.	26	5-7
	Density	The relatively dense character of the Village Centre should be maintained and where opportunities arise, increased.	27	8-11
	Topography	The view of St Martin's Church from London Road should be protected.	28	12-13
Continuity and enclosure	Urban morphology	The tightly knit built form surrounding the crossroads and top end of London Road should be retained and enhanced. Backland space should be considered for development opportunities.	29-30	
	Building lines, setbacks and gaps	Buildings should provide continuity of frontage directly to the pavement along London Road to provide good enclosure to the street and enhance active frontage. The function of the 'setback' space between the pavement and the building line should be clearly defined.	31-32	14-16
	Building orientation	The fronts of building should be facing the street , with entrances accessible from the pavement.	33	17-19
	Pavements	The existing pavement width should be maintained along London Road and Station Road with streetscape improvements made to improve the quality and coherence of the paving materials and street furniture and reduce street clutter. Pavements along Station Road should be clearly defined with setbacks given over to more active public realm uses such as seating, 'spill out' space etc.	34-35	20-21
	Open space	The open space around St Martin's Church should be preserved and enhanced. Other potential opportunities to create new public spaces within the centre should be explored such as behind the street frontage (Lowe's yard), and within the setback along Station Road.	36-37	22-25
Making connections	Circulation, demand and linkages	Stevenage Road/London Road should be considered as an urban 'room' as opposed to a through 'corridor'. Priority should be given to the Village Centre uses, and the environment should be made conducive to pedestrians and on-street car parking. Pedestrian crossings should be protected and enhanced, and the existing on-street car parking should be maintained. Consideration should be given to opening up a new pedestrian route beneath the railway lines giving access to the Station from the eastern side of the railway lines.	40-41	26-28
	Parking	The existing on-street parking within the Centre should be protected and bays clearly delineated. The Station parking area should be retained and where opportunities arise additional provision made (such as on the eastern side of the railway lines). Shops should be serviced out of core business hours from the front of the buildings , to prevent parked vehicles within setbacks along Station Road.	42-43	29-31
	Land use	The Village Centre has an important local convenience and service provision role, there are also a number of business uses adjacent to the Station and within the backland areas behind London Road and Station Road. The part of Station Road on the western side of the railway lines containing the station, Village Hall, Church, pub and hairdressers should also be considered an integral part of the Village Centre. Residential uses within upper floors should be considered within the Village Centre and as part of new development.	38-39	
Quality of the public realm	Streetscape elements	Streetscape elements should fit the historic character of the Village. These should include such elements as street lamps, planters, and benches along Station Road. Signage and paving materials should be consistent across the centre. Streetscape elements should not impede pedestrian paths on the pavement particularly along London Road where pavement widths are narrow, and wall mounted lanterns should be considered.	44	32-35
	Security	The Station and its environs should be improved with lighting and CCTV provision enhanced. Cycle parking should be located in an area with natural surveillance and adequate lighting to generate a feeling of security amongst users.	45	

CASE STUDIES: VILLAGE CENTRE - INFILL SITES

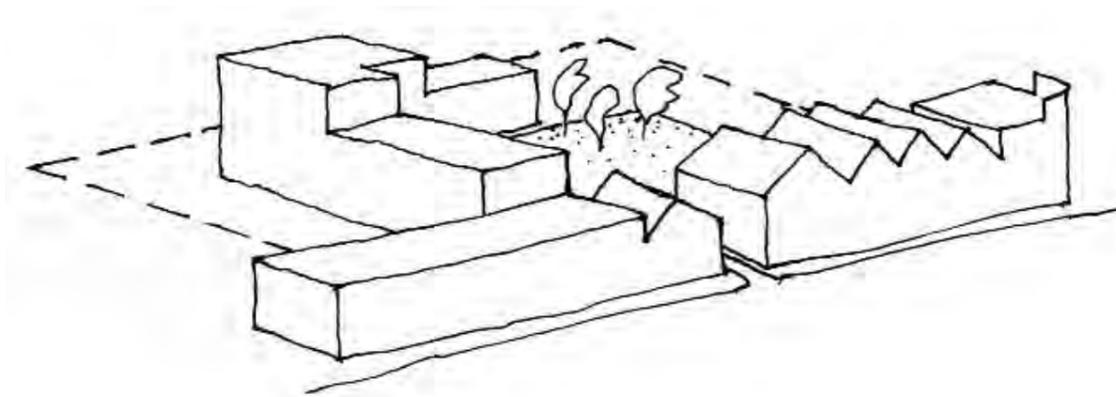
The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY VC1: Typical Density

This case study shows one to two-storey terrace buildings along the Village Centre road frontages with taller buildings at plot corners. It is assumed that car parking would occur on-street.

CASE STUDIES: VILLAGE CENTRE - BLOCK SITES



CASE STUDY VC1: Typical Density

This case study shows how the 'backland' space behind the buildings along London Road can be opened up for other uses including new development with frontage onto a new public space.

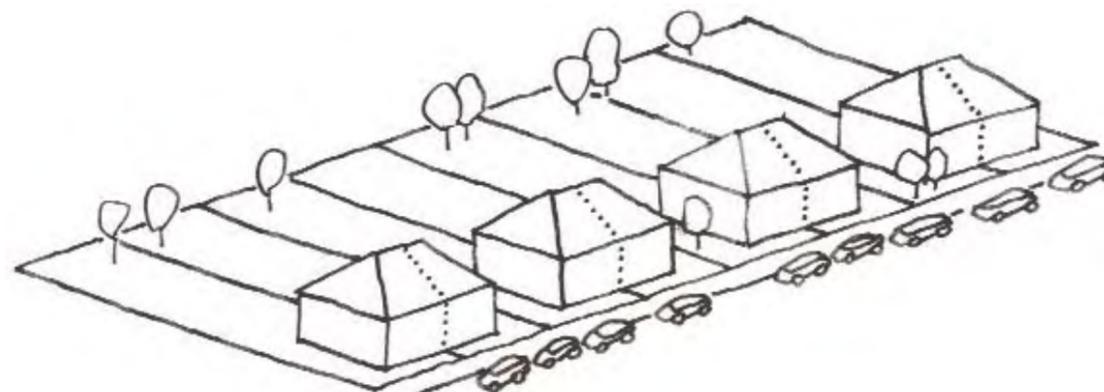
URBAN DESIGN GUIDELINES: HISTORIC INNER ZONE

Assessment Category	Criteria	Guidelines	Page Reference	Photo Reference
Making places	Building types	The Historic Inner Zone primarily contains closely spaced semi-detached and detached houses with a few short rows of terraces. New developments should emphasise semi-detached and terrace housing types. Two-storey blocks of flats would be considered acceptable within this zone, given its generally higher density and proximity to the station and Village Centre.	21	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Ceramic tile, slate or slate substitute roofing material should be encouraged. The visibility of the roof pitch and chimney stacks is an important feature within this Zone and rooflines should be considered carefully as part of new development. Flat roofs should be discouraged.	22-23	2-4
	Listed buildings/ Conservation Area	N/A	24-25	
	Building heights and massing	Buildings should be two to two and a half storeys .	26	5-7
	Density	New developments should be medium to high densities.	27	8-11
	Topography	The railway line is on an embankment through the centre of the Zone. New development sites adjacent to the railway lines should consider proximity and privacy issues related to the railway line.	28	12-13
Continuity and enclosure	Urban morphology	The existing urban morphology shows strong built form defining long straight perimeter blocks. Future developments should retain the strong built form and continuous building lines along the block edge. Perimeter block development should also be encouraged with houses backing onto one another.	29-30	
	Building lines, setbacks and gaps	Buildings should generally have a small setback from the street. With properties adjacent to busier arterials such as London Road to have medium setbacks providing a more substantial buffer for houses.	31-32	14-16
	Building orientation	The fronts of building should be facing the street and articulated around corner plots.	33	17-19
	Pavements	All new developments must have pavements. Opportunities to enhance pavements and grass verges along London Road should be encouraged.	34-35	20-21
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens should be clearly defined with boundary planting and/or low boundary walls.	36-37	22-25
Making connections	Circulation, demand and linkages	London Road is a particularly heavily trafficked route as well as an important pedestrian and cycle route. Consideration should be given to the provision of safe pedestrian and cycle paths along the road.	40-41	26-28
	Parking	Within Gun Lane, Pondcroft Road and Milestone Road parking should be on-street or communal in landscaped courts to minimise the interruptions along the pavement. Residential permits could be considered as a means of discouraging Station and Village Centre users from parking within residential streets. Off-street, communal parking should be encouraged along London Road to prevent congestion along this key strategic north-south route.	42-43	29-31
	Land use	The residential land use should be maintained.	38-39	
Quality of the public realm	Streetscape elements	Footpaths along London Road should be improved. Appropriate street lighting which reinforces the historic character of the area should be selected. Avoid street clutter particularly along Gun Lane, Pondcroft Road and Milestone Road where pavements are narrow.	44	32-35
	Security	Consistent maintenance of streetscape elements and lighting is essential for personal safety and visual attractiveness. The principles of "designing out crime" should be incorporated as part of any new development.	45	

* Photo references correspond to page numbers within the associated photo log.

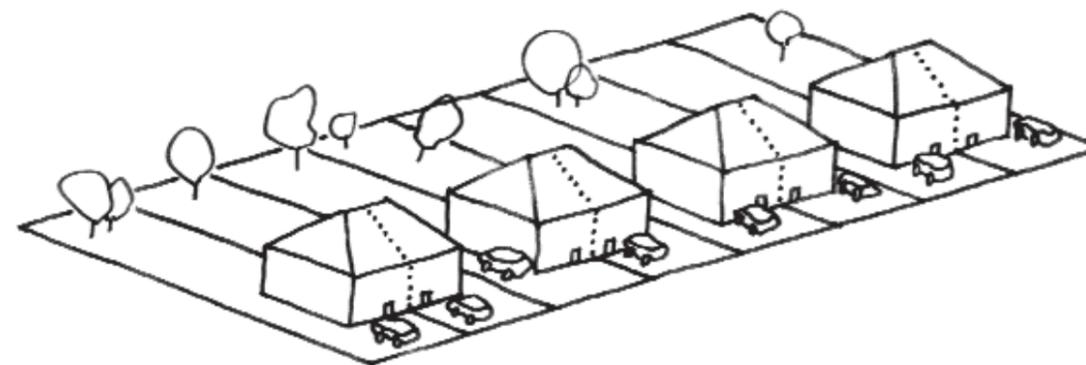
CASE STUDIES: HISTORIC INNER ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



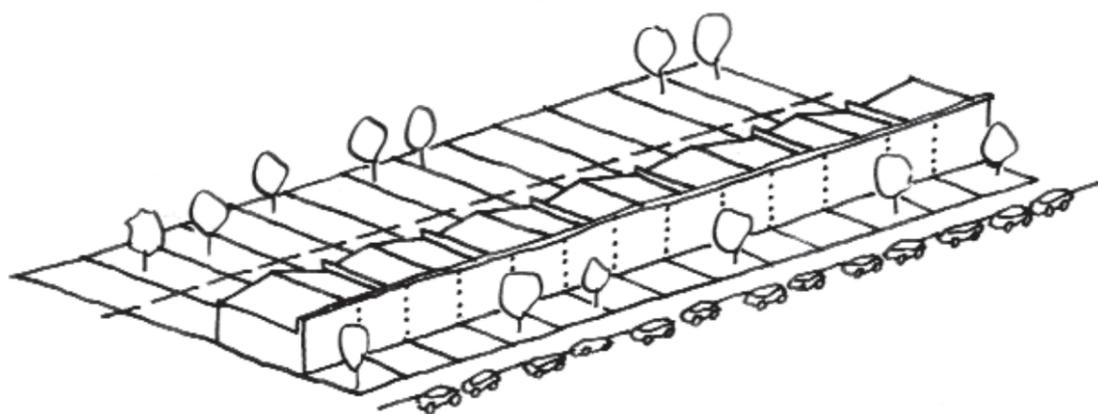
CASE STUDY HI1: Typical Density

This case study shows the typical density within the Historic Inner Zone depicting semi-detached housing with small setbacks and on-street parking.



CASE STUDY HI2: Typical Density

This case study shows the typical density along the eastern edge of London Road within the Historic Inner Zone depicting semi-detached housing with medium setbacks and on-site parking.

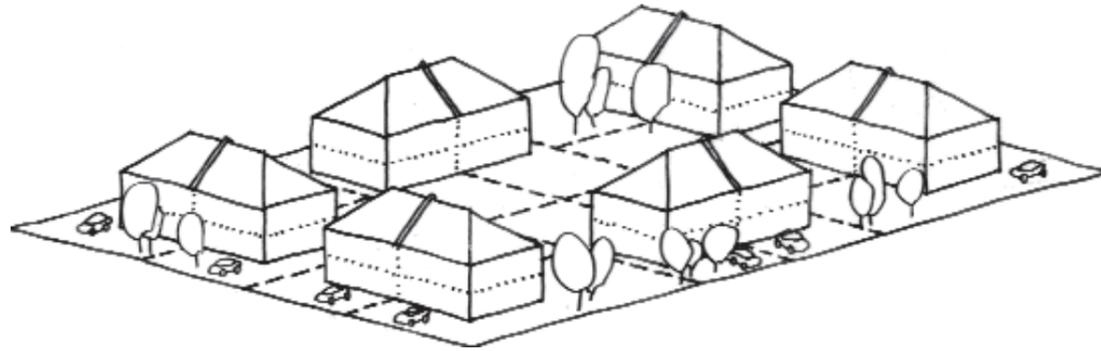


CASE STUDY HI3: Increased Density

This case study shows two-storey terrace housing with small to medium setbacks and on-street parking. It is assumed that car parking would occur on-site if the infill sites were along primary or secondary distributors.

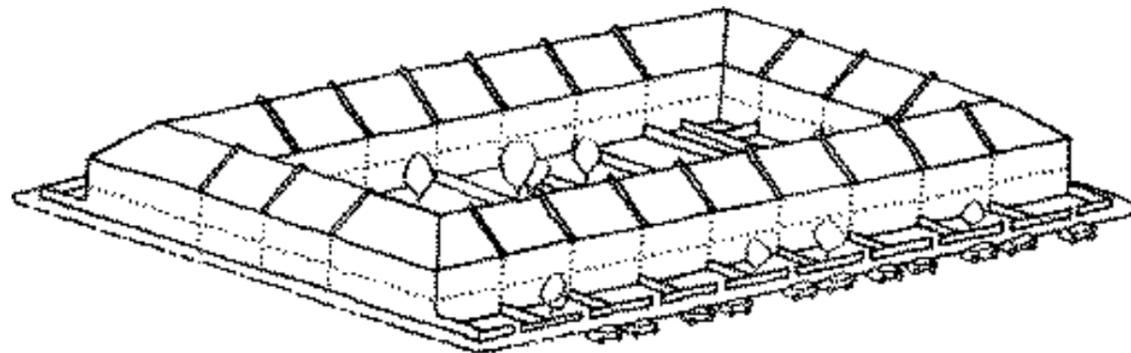
CASE STUDIES: HISTORIC INNER ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY HI1: Typical Density

Perimeter blocks with semi-detached housing and short rows of terraces and small to medium setbacks would represent the typical density and character. Car parking could occur on-street or potentially on-site where blocks run along primary or secondary distributor roads.



CASE STUDY HI2: Increased Density

Perimeter blocks with terrace housing and small to medium setbacks would represent the opportunity to increase densities within the Historic Inner Zone. Car parking should occur on-street or on-site where blocks run along primary or secondary distributor roads.

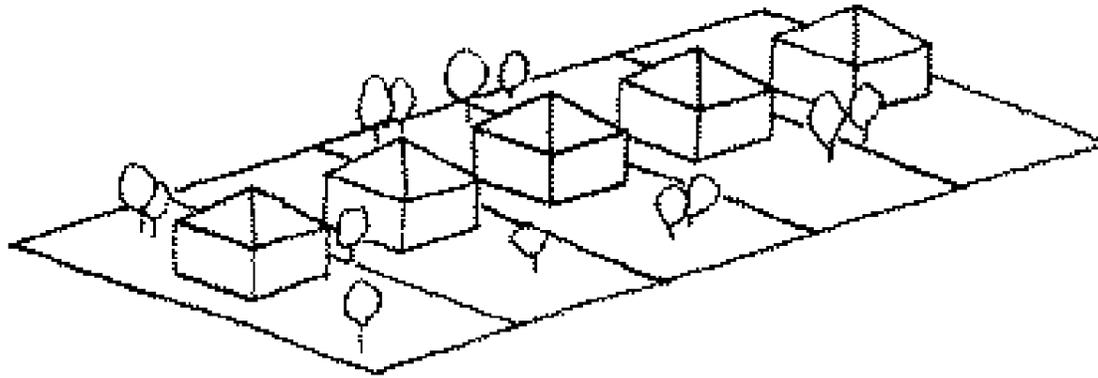
URBAN DESIGN GUIDELINES: SEMI-RURAL ZONE

Assessment Category	Criteria	Guidelines	Page Reference	Photo Reference
Making places	Building types	The Semi-rural Zone contains large detached houses set in very large plots. There are also some semi-detached houses and more closely spaced dwellings along Watton Road, Swangley's Lane, Oakfields Road and Oakfields Avenue. New developments should conform to these prevailing housing types.	21	
	Materials / architectural styles	The Zone contains a mix of Neo-Georgian red brick dwellings (on the eastern side of Knebworth), 17th century timber framed cottages, with plain tile roofs, render and weatherboard as well as more contemporary designs. Traditional materials should be encouraged within the Semi-rural Zone. Individually designed properties will also be considered appropriate within this zone.	22-23	2-4
	Listed buildings/ Conservation Area	The Zone contains the Stockens Green and Deard's End Lane Conservation Areas. Deard's End Lane Conservation Area includes a number of Grade II listed former barn and outbuildings dating back to the late 16th and 17th century. It also contains a number of Grade II and Grade II* listed cottages by Sir Edwin Lutyens along Park Lane. The Stockens Green Conservation Area contains the Old Cottage a former farmhouse built in the 16th and 17th century. The character of these areas should be protected and enhanced.	24-25	
	Building heights and massing	Buildings should be predominantly two storeys .	26	5-7
	Density	The existing density is generally low to very low density. The recommended densities should generally be low density .	27	8-11
	Topography	Where possible align building footprints, streets, sewers to follow slope contours which allows building profiles to grow out of the ground.	28	12-13
Continuity and enclosure	Urban morphology	The large plots originally laid out as part of the proposed Garden Village development are still in evidence within the deard's End Lane area. These should be retained and enhanced. Houses provide strong definition to the generous straight roads of Stockens Green, Oakfields Avenue, Oakfields Road and follow the strong curve of St Martin's Road. This morphology should be continued in any new development.	29-30	
	Building lines, setbacks and gaps	Buildings should generally have a medium to large setback from the street, with tree and shrub planting at plot boundaries and with front gardens preserved and enhanced.	31-32	14-16
	Building orientation	The fronts of building should be facing the street and articulated around corner plots.	33	17-19
	Pavements	Grass verges along pavement edges should be given emphasis to maintain the green quality of this Zone. Pavements within the Stockens Green, Oakfields Avenue, Oakfields Road and St Martin's Road areas should be maintained and enhanced. Within the Deard's End Lane residential area there are few pavements along road edges as many of the roads are very narrow and are framed by planted boundaries. Consideration should therefore be given to the speed of vehicular traffic within the area and street lighting.	34-35	20-21
	Open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Mature planting is a unifying element within the zone and makes great visual contribution to the streetscene, as such these elements should be protected and enhanced.	36-37	22-25
Making connections	Circulation, demand and linkages	The zone contains some of the primary distributors into and out of the Village including Deard's End Lane, Park Lane, Watton Road and Swangley's Lane as such, off-street parking along these roads should be encouraged. Linkages to the surrounding countryside should be promoted through these peripheral residential areas.	40-41	26-28
	Parking	New developments should encourage on-site parking within the plot boundary, avoiding parking along primary distributors where possible.	42-43	29-31
	Land use	The residential land use should be maintained.	38-39	
Quality of the public realm	Streetscape elements	Streetscape furniture should be negligible in the Semi-rural Zone.	44	32-35
	Security	Consistent maintenance of streetscape elements and lighting is essential for personal safety and visual attractiveness. The principles of "designing out crime" should be incorporated as part of any new development.	45	

* Photo references correspond to page numbers within the associated photo log.

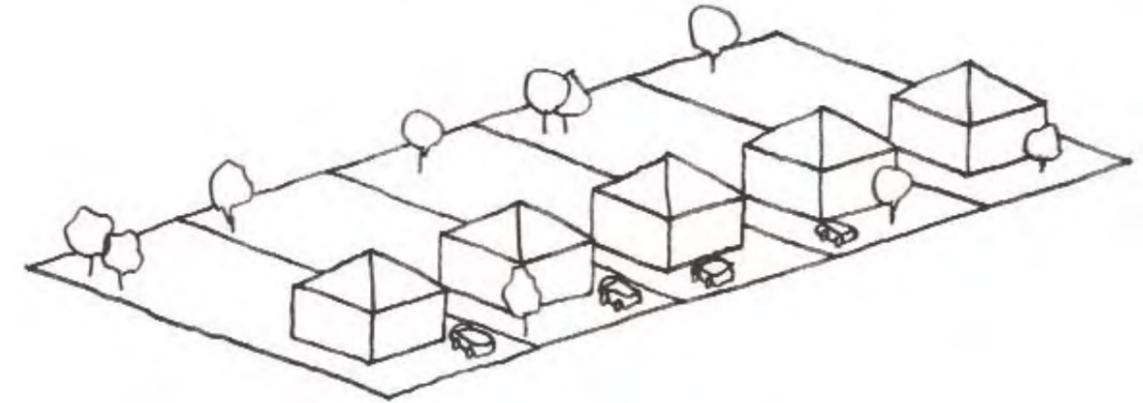
CASE STUDIES: SEMI-RURAL ZONE - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



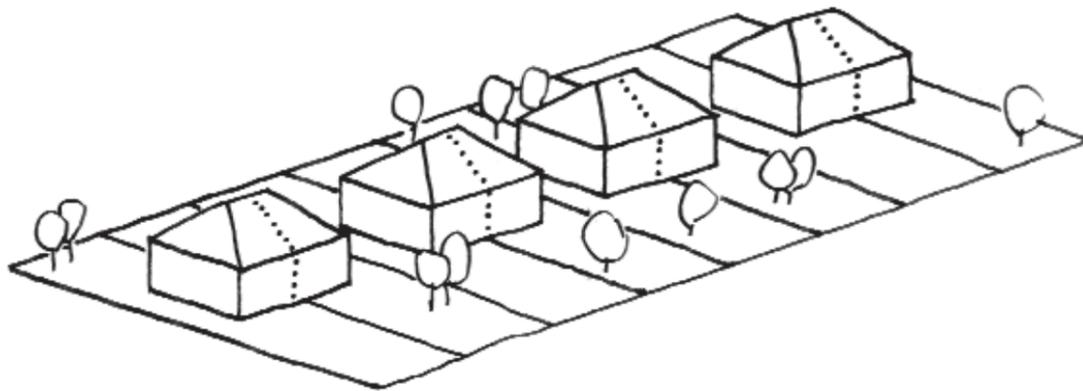
CASE STUDY SR1: Typical Density

This case study shows detached housing with large setbacks and on-site individual parking.



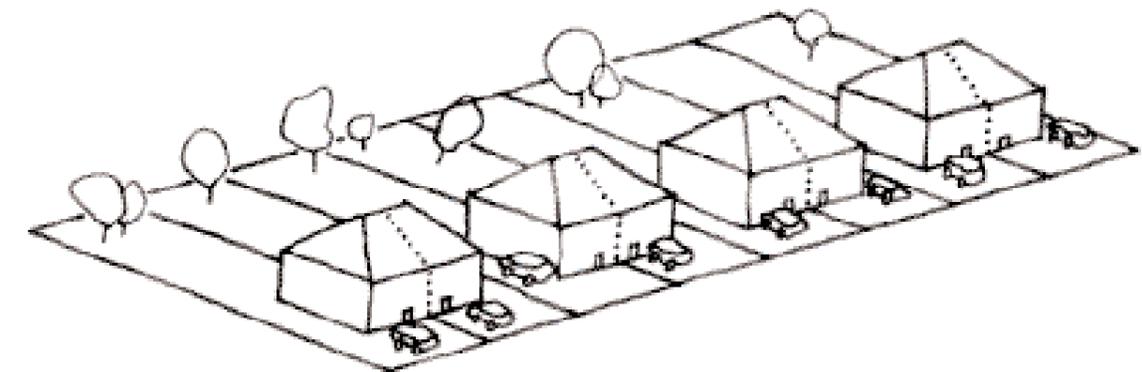
CASE STUDY SR2: Typical Density

This case study shows detached housing with medium setbacks and on-site individual parking, characteristic of the housing along Watton Road and St Martin's Road.



CASE STUDY SR3: Enhanced Density

This case study shows semi-detached housing with large setbacks and on-site individual parking.

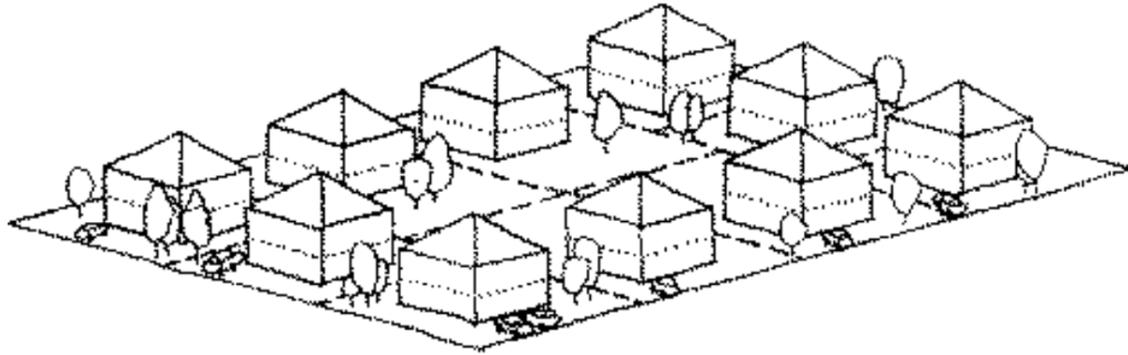


CASE STUDY SR4: Increased Density

This case study shows semi-detached housing with medium setbacks and on-site individual parking, relevant to increasing housing densities along Watton Road and St Martin's Road.

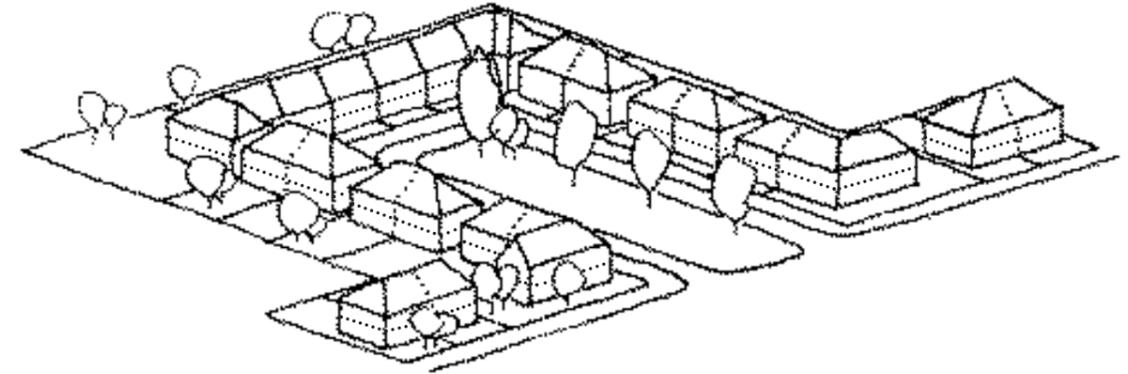
CASE STUDIES: SEMI-RURAL ZONE - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



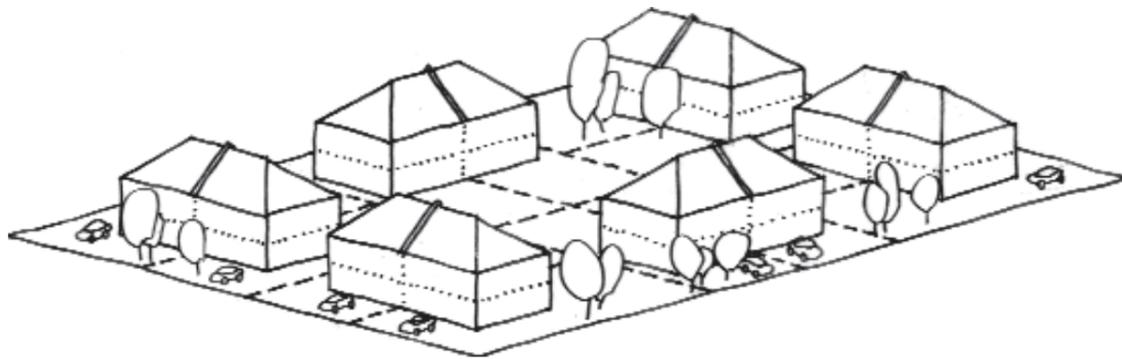
CASE STUDY SR1: Typical Density

This case study shows detached housing with medium setbacks and on-site individual parking.



CASE STUDY SR3: Enhanced Density

This case study shows two-storey semi-detached buildings in a close development. It is assumed that car parking would occur on-site.



CASE STUDY SR2: Enhanced Density

This case study shows semi-detached housing with medium setbacks and on-site individual parking.

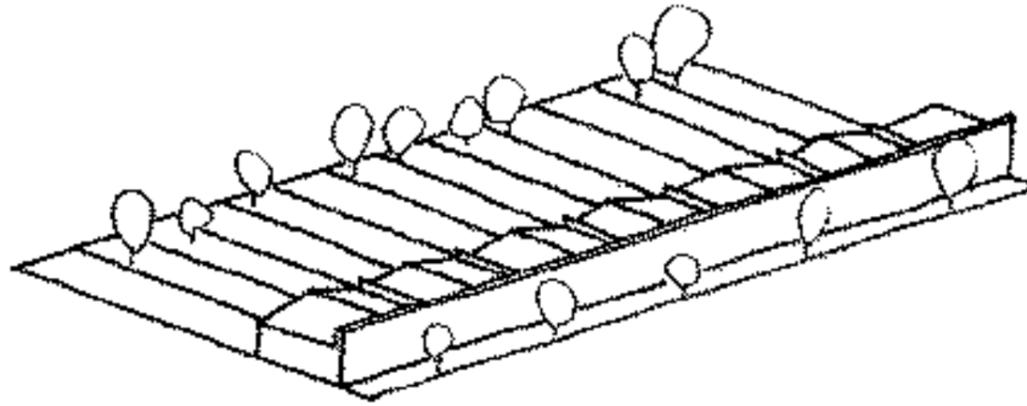
URBAN DESIGN GUIDELINES: POSTWAR SUBURBAN ZONE

Assessment Category	Criteria	Guidelines	Page Reference	Photo Reference
Making places	Building types	The Postwar Suburban Zone contains a mix of building types including detached and semi-detached houses, short rows of terraces, maisonettes and flat blocks. A range of housing types should be encouraged within this zone.	21	
	Materials / architectural styles	The zone contains a mix of brick built properties in a variety of colours and styles with plastic and tile cladding in evidence. The use of traditional building materials or high quality modern materials should be encouraged within this zone.	22-23	2-4
	Listed buildings/ Conservation Area	N/A	24-25	
	Building heights and massing	Buildings should be predominantly two storeys , although consideration should be given to three storey development on block sites.	26	5-7
	Density	The existing density is generally medium to high. The recommended densities should generally be high density .	27	8-11
	Topography	The areas of Postwar Suburban housing on the western side of Knebworth are set within the undulating west-facing slope which provides local variations in landform. Houses built on streets running up the valley slope should be lower than the buildings below them on the hill. Blocks of flats should be avoided on all streets running up hills.	28	12-13
Continuity and enclosure	Urban morphology	The Postwar Suburban areas focused around Meadway and Wadnall Way are set around a formal grid of streets defined by short rows of terraces. The strength of the urban morphology should be retained. There is little consistency to the street morphology within the other post-war areas which are based around an informal layout of curvilinear streets and cul-de-sacs. The creation of through streets should be encouraged where possible.	29-30	
	Building lines, setbacks and gaps	Buildings should generally have small to medium setbacks from the street.	31-32	14-16
	Building orientation	The fronts of buildings should be facing the street. Houses on corners should face two ways; with more tailored designs required or new types devised.	33	17-19
	Pavements	Pavements do not need to be directly against the street edge, and a verge between the road edge and the pavement should be encouraged.	34-35	20-21
	Open space	Existing open spaces and amenity greens in the area should be maintained and enhanced, such as those around Lytton Fields. Opportunities should be sought as part of new development to create amenity space for residents.	36-37	22-25
Making connections	Circulation, demand and linkages	The Postwar Suburban Zone contains a network of pedestrian alleyways and segregated paths which allow access between cul-de-sac ends, this often means that they are poorly overlooked. All routes should be attractive, well-lit and safe. Pedestrian and cycle routes out towards the countryside should also be encouraged within this zone.	40-41	26-28
	Parking	Parking should be within the building curtilage at the side of the house rather than the front, or recessed behind the main building line, or within well over looked communal parking areas/courtyards . Garage courts should be avoided.	42-43	29-31
	Land use	The residential land use should be maintained. Where significant new residential developments arise, opportunities should be explored for the provision of a small local 'corner' shop within the area.	38-39	
Quality of the public realm	Streetscape elements	Pedestrian street lighting and street trees should be encouraged within this zone.	44	32-35
	Security	Alleyways and footpaths particularly within the Postwar Suburban areas were seen as poorly lit and lacking in natural surveillance. All routes should be attractive, well-lit and safe. New routes created should be overlooked by surrounding properties. Some of the parking courts and garage areas which were poorly overlooked by surrounding houses tended to attract anti-social behaviour. In general garage courts should be avoided, and communal parking in well overlooked courtyards should be encouraged.	45	

* Photo references correspond to page numbers within the associated photo log.

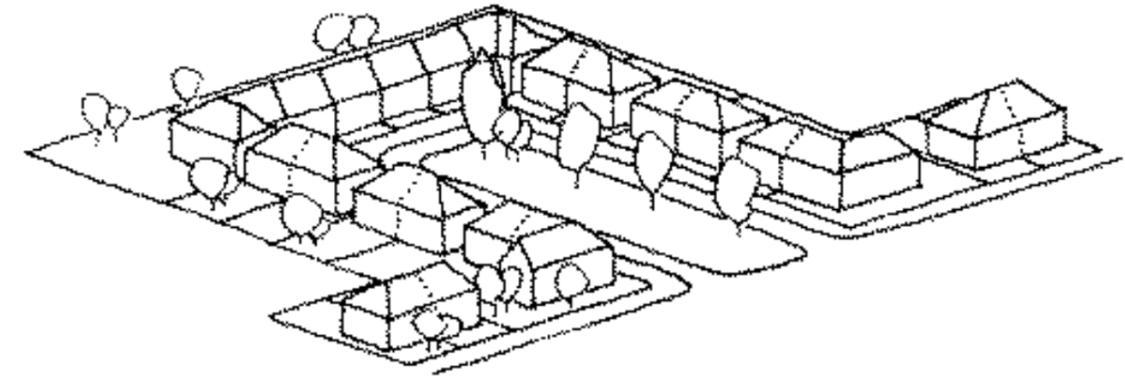
CASE STUDIES: POSTWAR SUBURBAN - INFILL SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



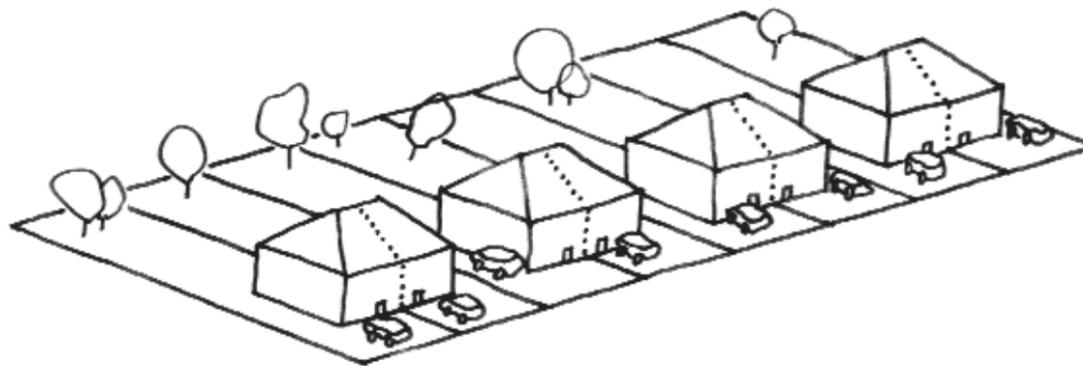
CASE STUDY PS1: Typical density

This case study shows the typical two-storey terrace housing with small setbacks typical of the housing types along Meadway.



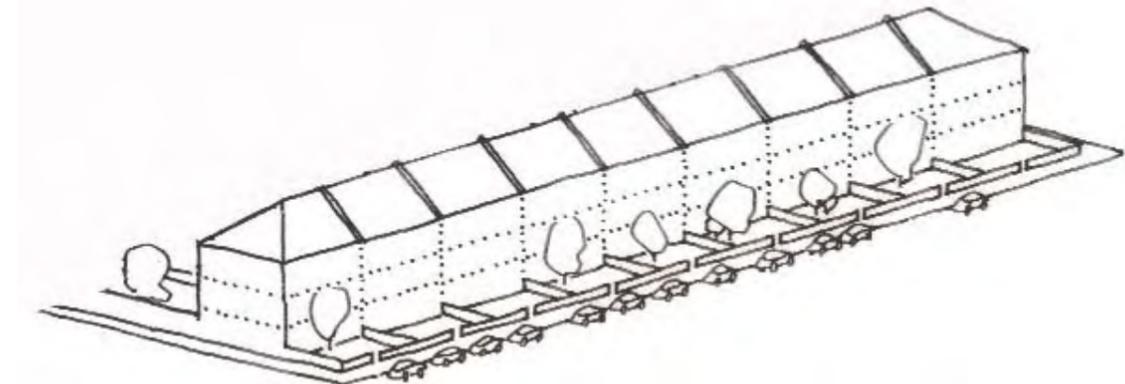
CASE STUDY PS2: Typical density

This case study shows semi-detached housing and terraces grouped around cul-de-sacs.



CASE STUDY PS3: Typical density

This case study shows two storey semi-detached houses with medium setbacks and on-site parking.

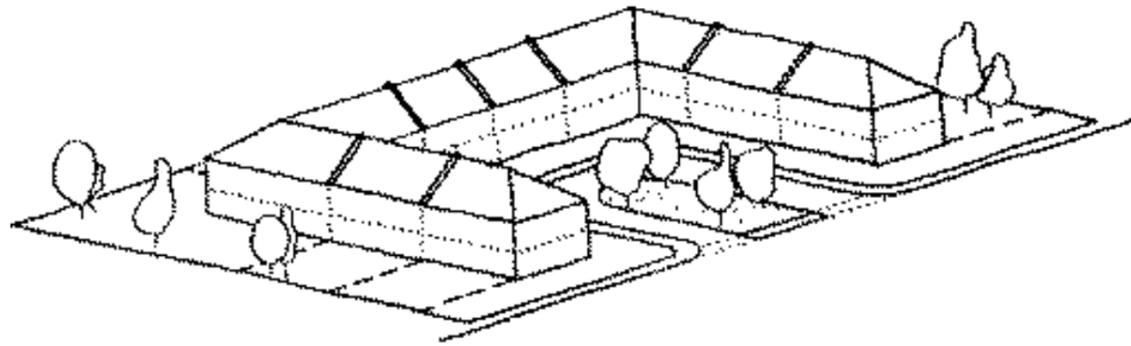


CASE STUDY PS4: Typical density

This case study shows three storey flat blocks.

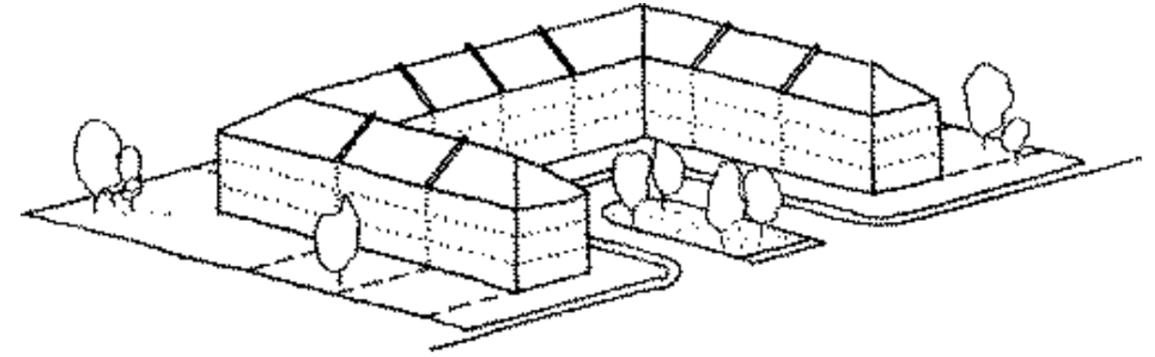
CASE STUDIES: POSTWAR SUBURBAN - BLOCK SITES

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



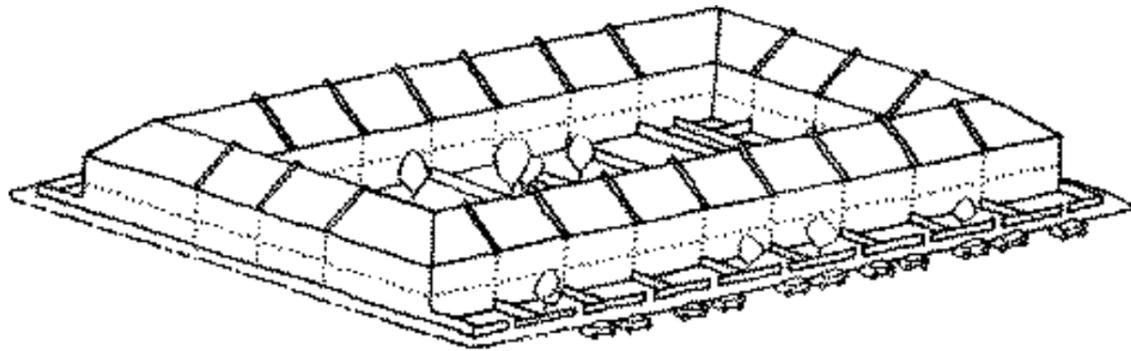
CASE STUDY PS1: Typical Density

This case study shows two-storey terraces with medium setbacks in a close development. It is assumed that car parking would occur along the close and on-street unless located along a distributor road (in which case parking should be on-site).



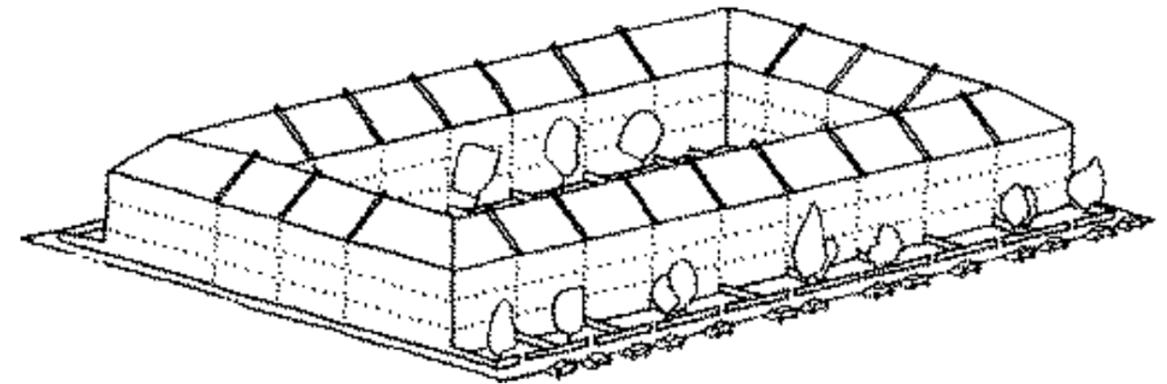
CASE STUDY PS3: Enhanced Density

This case study shows three/four-storey terraces in a close development. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. It is assumed that car parking would occur along the close and on-street unless located along a distributor road (in which case parking should be on-site).



CASE STUDY PS2: Enhanced Density

This case study shows two-storey terraces with medium setbacks in a block structure. It is assumed that car parking would occur on-site if the blocks were along primary or district distributors.



CASE STUDY PS4: Increased Density

This case study shows three-storey terraces with garden flats in a block structure. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. It is assumed that car parking would occur on-site if the infill sites were along primary or district distributors.

MAKING PLACES BUILDING TYPES

Village Centre

The buildings along Station Road within the Village Centre are predominantly two storey individual buildings, with some one storey extensions. The buildings along the northern end of London Road are made up of a series of short parade blocks divided into retail units. The buildings on the western side of London Road are positioned on elongated plots and as a result there are a number of small workshops and outbuildings to the rear.

St Martin's Church designed by Edwin Lutyens at the junction of Swangley's Lane and London Road is of 'pavilion' form set within landscaped grounds.

Historic Inner Zone

The Historic Inner Zone predominantly comprises closely spaced semi-detached and detached houses, with a few short rows of terraces.

Semi-rural Zone

The Semi-rural Zone comprises large individually designed detached houses set in very large plots, and formed part of Edwin Lutyens original Garden Village concept. There are some semi-detached houses and more closely spaced dwellings along Watton Road and to the east of Stevenage Road.

Postwar Suburban Zone

The Postwar Suburban Zone contains a variety of building types including detached, semi-detached houses, bungalows, short terraces, maisonettes and flat blocks.

KEY ISSUES

MPI: BUILDING TYPES

MPIA

Within the Village Centre along Station Road buildings are individual properties. London Road contains short parade blocks.

MPIB

The Historic Inner Zone comprises closely spaced semi-detached and detached houses with a few short rows of terraces.

MPIC

The Semi-rural Zone contains large detached houses set within large plots, and some semi-detached properties.

MPID

The Postwar Suburban residential areas contains a mix of building types including detached, semis, bungalows, short terraces, maisonettes and flat blocks.



1. Individual buildings with extension along Station Road (on the eastern side of the railway lines) within the Village Centre.



2. Closely spaced detached houses along Pondcroft Road within the Historic Inner Zone.



3. Large individually designed house along Deard's End Lane within the Semi-rural Zone.



4. A row of terraces along Meadway within the Postwar Suburban Zone.

MAKING PLACES MATERIALS / ARCHITECTURAL STYLES

Village Centre

The buildings along the central section of Station Road are late Victorian in the domestic revival style with Gothic influences. The pitched roofs, double bays and gable ends are particularly prominent. The upper floors have generally been painted white, and there is some Mock Tudor detailing in evidence. The building at the eastern end of Station Road is early 20th century, Neo-Georgian in style with hipped oversailing roof, cornice and full height pilasters on the front.

The buildings along London Road are predominantly brown/red brick with tiled roofs. The smaller scale brick built parades with flat roofs on the western edge of London Road also date back to the early 20th century.

More recent development in the centre includes the 1960s red brick office block adjacent to the station, and the 1960s library along St Martin's Road. The library is beige brick with plastic cladding and provides a sharp contrast to the otherwise predominantly red/brown brick and white painted render of the Village Centre.

Historic Inner Zone

The Historic Inner Zone comprises a mix of architectural styles with some late Victorian and Edwardian properties of red brick some with white painted render, tiled roofs and brick chimney stacks. The

KEY ISSUES

MP2: MATERIALS/ARCHITECTURAL STYLES

MP2A

The Victorian Centre contains predominantly late c19th and early c20th properties comprising a mix of late Victorian and Neo-Georgian styles with red brick, white painted render, and Mock Tudor influences. More recent development within the centre are out of character with these materials and styles.

MP2B

The Historic Inner Zone comprises some late Victorian and Edwardian red brick properties with tiles roofs and brick chimney stacks.

MP2C

Edwin Lutyens' designed properties are evident within the Semi-rural Zone with white painted cottages with weatherboard gables, and Neo-Georgian red brick houses.

MP2D

The Postwar Suburban area contains a variety of styles and materials including red, brown, beige and painted brick, and tile and plastic cladding.



1. Neo-Georgian style building at the eastern end of Station Road with smaller scale late Victorian buildings in the background within the Village Centre.



2. Mock Tudor facade treatment at the junction of Park Lane and Station Road (on the western side of the railway lines) within the Village Centre.



3. Brick and white painted retail parade along the eastern edge of London Road within the Village Centre.



4. Victorian red brick property with gable, hipped and steeply pitched tiled roof and brick chimney along Pondcroft Road within the Historic Inner Zone. The property to the left has dormer windows.

Zone is also interspersed with a number of later infill properties of red brick some with tile and plastic cladding.

Semi-rural Zone

The Semi-rural Zone comprises a number of Edwin Lutyens' designed houses with characteristic red brick, steeply hipped roofs and brick chimney stacks set within generous plots. There are also a number of weatherboard barns and cottages within the Deard's End Lane Conservation Area with characteristic white painted ground floor, cottage windows and big weatherboard gables.

Within the Oakfields Road and Oakfields Avenue residential area properties are Neo-Georgian in style with red brick walls, symmetrical windows and steeply pitched tile roofs.

Postwar Suburban Zone

The Postwar Suburban areas contain a variety of styles and materials with red, brown and beige brick in evidence and red tile, plastic cladding and painted render detailing.



1. Peter's Way - low ground floor cottage windows and weatherboard gables characteristic of Lutyens' early style within the Semi-rural Zone.



2. Neo-Georgian red brick house with steep pitched roof and central chimney stack along Oakfield Road within the Semi-rural Zone.



3. Brick construction with timber panelling and plastic cladding on 1970s semi-detached houses at Gipsy Lane within the Postwar Suburban Zone.



4. Red brick terraces with Mock Tudor detailing and projecting canopies over the door along New Close within the Postwar Suburban areas.

MAKING PLACES

LISTED BUILDINGS AND CONSERVATION AREAS

Knebworth has two Conservation Areas, at Stockens Green and Deard's End Lane. There are numerous listed buildings within the Deard's End Lane Conservation Area which include the Grade II listed former barns and outbuildings at Deard's Farm dating back to the late 16th and 17th century with timber frames and plain tile roofs. There are also a number of Grade II and Grade II* listed cottages by Sir Edwin Lutyens along Park Lane.

On the northern edge of the Deard's Lane Conservation Area stands the Grade II listed Golf Club House built in 1908 designed by Sir Edwin Lutyens in Neo-Georgian style in red brick with hipped pantile roof and octagonal glazed cupola.

There are also two Grade II listed buildings along Gun Lane; one of which is included within the Stockens Green Conservation Area known as the Old Cottage; a former farmhouse built in the 16th/17th century with timber frame with gable end chimney stacks. The cottage was refaced in the late 19th/early 20th century with roughcast white painted facade.

St Martin's Church which sits within the village centre is also a listed building designed by Edwin Lutyens in red brick with stone dressings and large gable surmounted by a cupola which incorporates the church bell. The milestone at the junction of Station Road and London Road is also listed.

KEY ISSUES

MP3: LISTED BUILDINGS AND CONSERVATION AREAS

MP3A

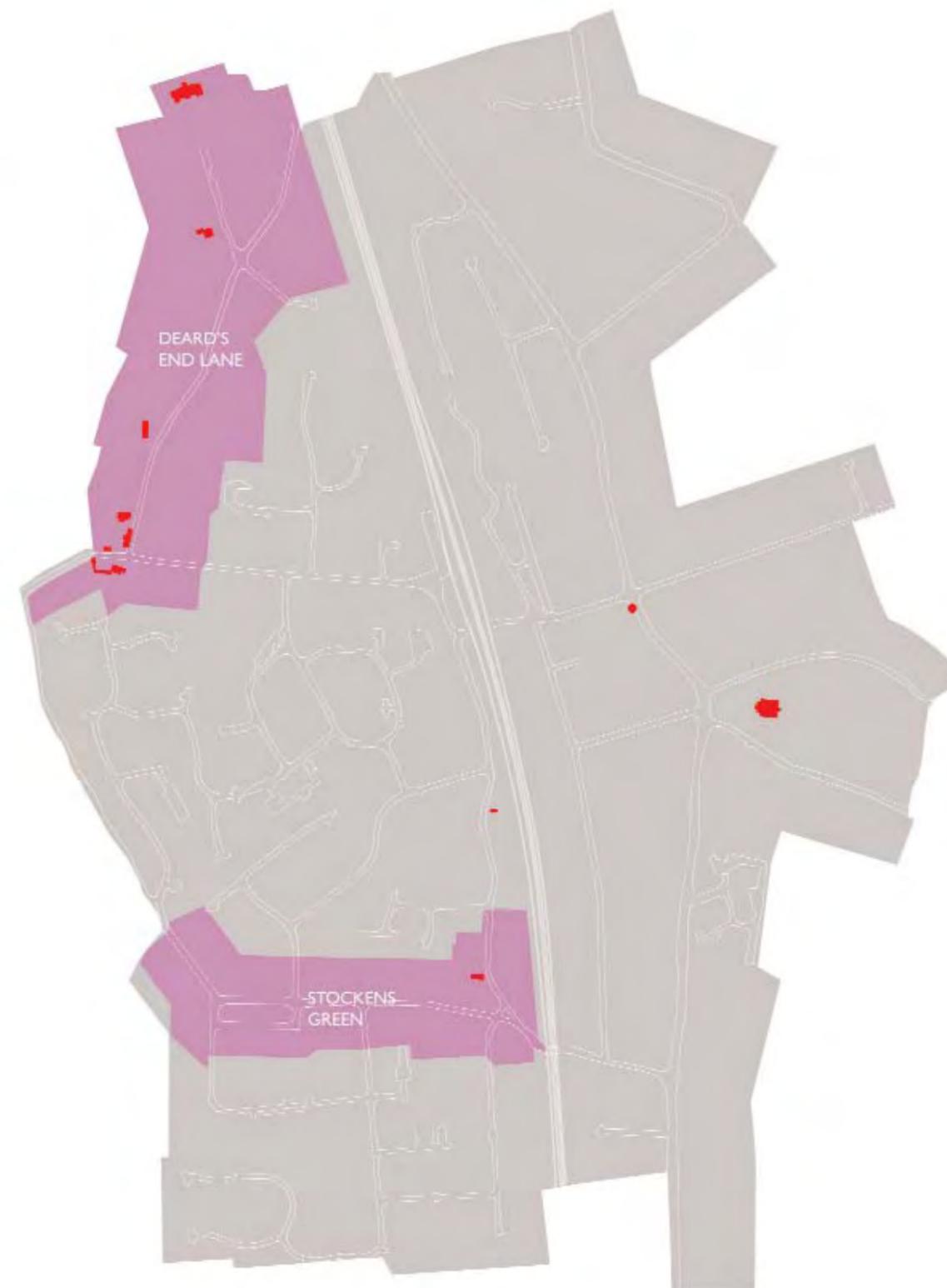
Knebworth's Conservation Areas are almost exclusively residential, and are chiefly related to the built elements of the Lutyens' designed Knebworth Garden Village concept.

MP3B

There are Listed structures throughout the village, which include historic Lutyens-designed dwellings, elements of street furniture, and traditional agricultural buildings.

 Listed building

 Conservation area



**MAKING PLACES
LISTED BUILDINGS AND
CONSERVATION AREAS**



1. The Lutyens-designed club house at Knebworth Golf Club, within the Deard's End Conservation Area.



2. St Martin's Church, designed by Edwin Lutyens in 1915 is a building of particular interest within the town, and acts as a focal point for the centre of the village.



3. Grade II Listed 18th century cottage at Gun Lane



4. A listed barn on the southern edge of the Deard's End Conservation Area. This is a remnant of the area's traditional role as an agricultural community.

MAKING PLACES BUILDING HEIGHTS AND MASSING

Village Centre

The prevailing building height in the Village Centre is two storeys, although there are some single storey extensions along Station Road and single storey units and parades interspersed with two storey units along London Road. The library along St Martins Road is also one storey. There are some taller three storey buildings at plot corners, including the crossroads of London Road/Station Road/Stevenage Road/Watton Road. The rooflines across the Village Centre are varied with flat roof, pitched and hipped roofs in evidence. Brick stacks and chimneys also rise above the building line.

Historic Inner Zone

The Historic Inner Zone predominantly comprises two storey detached and semi-detached houses although the generous proportions of the Victorian properties contrasts with the smaller scale later infill development.

Semi-rural Zone

The Semi-rural Zone comprises large individual houses and cottages predominantly of two storeys, some with steeply pitched roofs.

Postwar Suburban Zone

The Postwar Suburban areas comprise a variety of building heights with two storey semi-detached houses, one and two storey terraces, and three and four storey flat blocks.

KEY ISSUES

MP4: BUILDING HEIGHTS

MP4A

The Village Centre is predominantly 2 storey in scale with some three storey buildings at the crossroads. The rooflines across the centre are varied with flat, hipped, pitched roofs and chimney stacks in evidence.

MP4B

The residential areas are predominantly two storey in height, although three and four storey flat blocks are evident in the Postwar Suburban areas.



1. A single storey retail parade at the junction of London Road and Milestone Road within the Village Centre.



2. Two storey Edwardian semi-detached house contrasts with the 1960s infill development within the Historic Inner Zone.



3. Detached houses along Watton Road with steeply pitched roof within the Semi-rural Zone.



3. Three storey maisonettes along Haygarth within the Postwar Suburban area.

MAKING PLACES DENSITY

Village Centre

The Village Centre is relatively high density towards the northern end of London Road and at the crossroads where closely knit 2 to 3 storey properties dominate. The density decreases towards Station Road where properties are more domestic in scale and more loosely spaced.

Historic Inner Zone

This zone is predominantly high to medium density in character with closely spaced terraces, with narrow rear gardens and small front gardens particularly along Pondcroft Road. The detached properties on the western side of London Road within this zone tend to be lower in density set in larger plots with wider front and rear gardens.

Semi-rural Zone

The Deard's End Lane Conservation Area is characterised by very low density detached houses set within very large plots. Densities are low around Oakfields Road and Oakfields Avenue and on the eastern side of London Road where properties have large front gardens, and very large rectangular rear gardens, although these are more closely spaced than those within the Deard's End lane residential area.

Postwar Suburban Zone

The Postwar Suburban area comprise medium to high-density housing and flat blocks. Houses are tightly spaced or in short rows of terraces with medium sized front gardens and small to medium sized rear gardens. A number of three and four storey flat blocks with small communal garden space contribute to the high density character of the area.

KEY ISSUES MP5: DENSITY

MP5A

The Village Centre has a relatively high density with closely knit two and three storey properties along London Road. The density falls away towards the edges of the Village Centre where properties are more loosely spaced and building heights fall.

MP5B

The Historic Inner Zone has closely spaced terraces set within narrow plots with a high density character.

MP5C

The Semi-rural Zone has a low to very low density with detached houses set in very large plots.

MP5D

The Postwar Suburban area has a medium to high density character with tightly spaced houses, rows of terraces and flat blocks in evidence.



1. Very low density detached houses set within large plots with large front garden, and large rectangular private garden to the rear along Deard's End Lane within the Semi-rural Zone.



2. Closely spaced terraces with small front gardens, long narrow rear gardens gives a medium to high density character to the Historic Inner Zone.



3. High density, three storey block of flats within the Postwar Suburban Zone.



4. Medium density closely spaced semi-detached houses with medium sized front gardens and rectangular rear garden along Hornbeam Spring within the Postwar Suburban Zone.

MAKING PLACES TOPOGRAPHY

Knebworth is positioned within gently undulating landform surrounded by open and mainly arable farmland. The rolling landform helps to create enclosure and separation and affords open views to the edges of the Knebworth urban area, as well as views out of Knebworth into the surrounding countryside.

There is a slight valley formation running north-south, which contains the railway line. There is an undulating west-facing slope which provides local variations in landform within the Deard's End Lane residential area and along Orchard Way. The landform on the eastern side of Knebworth (east of the railway lines) is more gently sloping.

There is little water in the local area. One ditch drains westward to Hempstall Spinney, though the local topography discourages any northward drainage into Stevenage Brook. Mardleybury Pond is one of the few waterbodies in the area.

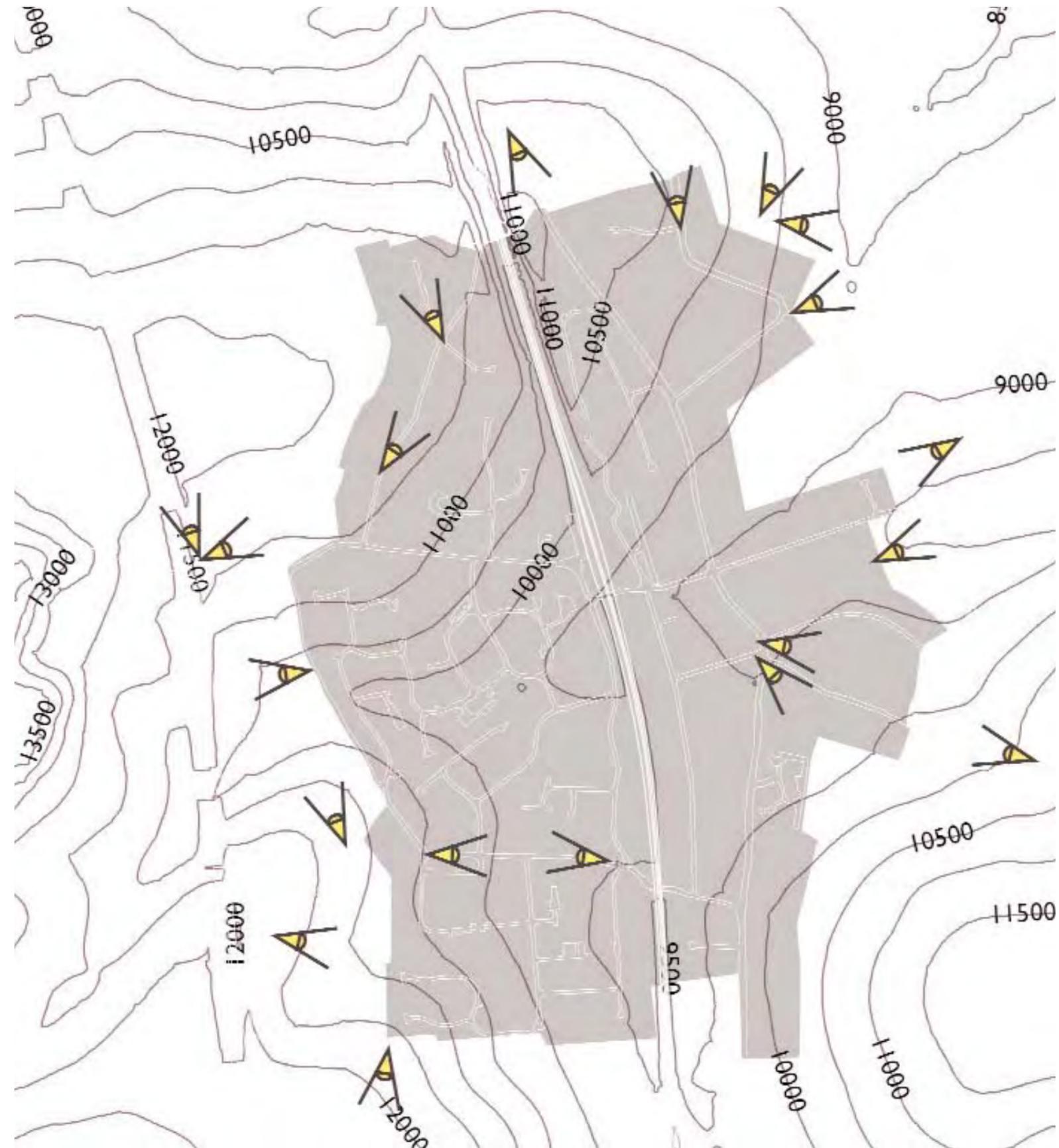
KEY ISSUES MP6: TOPOGRAPHY

MP6A

Knebworth is positioned within a slight valley of a gently undulating landform which allows open views into the surrounding countryside.

MP6B

The undulating west-facing slope on the western side of the railway lines provides local variations in landform.



Knebworth Topography (contours in centimetres) showing a gentle rise in landform from east to west.

CONTINUITY AND ENCLOSURE URBAN MORPHOLOGY

Village Centre

Within the Village Centre the top end of London Road (1) has a very distinctive urban morphology with tightly knit built form creating a strong building line. The buildings sit on elongated plots with blocks and backland buildings to the rear. St Martin's Church is also prominent, set in open space at a key junction.

Historic Inner Zone

The Historic Inner Zone has closely spaced houses defining long straight blocks and running along straight arterial roads particularly evident along Pondcroft Road (2).

Semi-rural Zone

The large plots originally laid out as part of the proposed Garden Village development are still in evidence within the Deard's End Lane residential area (3). Houses provide strong definition to the generous straight roads of Stockens Green, Oakfields Avenue, Oakfields Road and the southern end of London Road (4), and follow the strong curve of St Martin's Road (5).

Postwar Suburban Zone

The most recently developed parts of the town are set around an informal layout of curvilinear streets and cul-de-sacs (6). The postwar Council Estate around Meadway and Wadnall Way is set around a more formal grid of streets defined by short rows of terraces (7).

KEY ISSUES
CEI: URBAN MORPHOLOGY

CEIA
The Village Centre at the northern end of London Road has a very distinctive tight knit urban grain, which breaks away towards the edges of the centre.

CEIB
The Historic Inner Zone and Semi-rural Zone have a strongly defined urban grain which provides a legible and permeable layout.

CEIC
The Postwar Suburban areas have a more informal layout of curvilinear streets and cul-de-sacs providing a less legible and permeable layout.

CEID
The railway line bisects the centre in half and creates an east-west divide with a lack of morphological continuity between the two sides. The east side of the village is more legible with built form strongly defining the streets. The western side has a more informal layout and less legible built form.

CEIE
Large areas of open space are limited to the edges of the urban boundary.



CONTINUITY AND ENCLOSURE URBAN MORPHOLOGY

Permeability

The main roads of Stevenage Road/London Road (8) running north-south and Park Lane/Watton Road (9) running east-west are very prominent within the town morphology being strongly defined by the surrounding buildings

The relative permeability of the village is compromised by the railway, which effectively divides the settlement into two halves (10). The main crossing point is via a tunnel on Station Road, though there is a bridge to the north and another tunnel to the south.

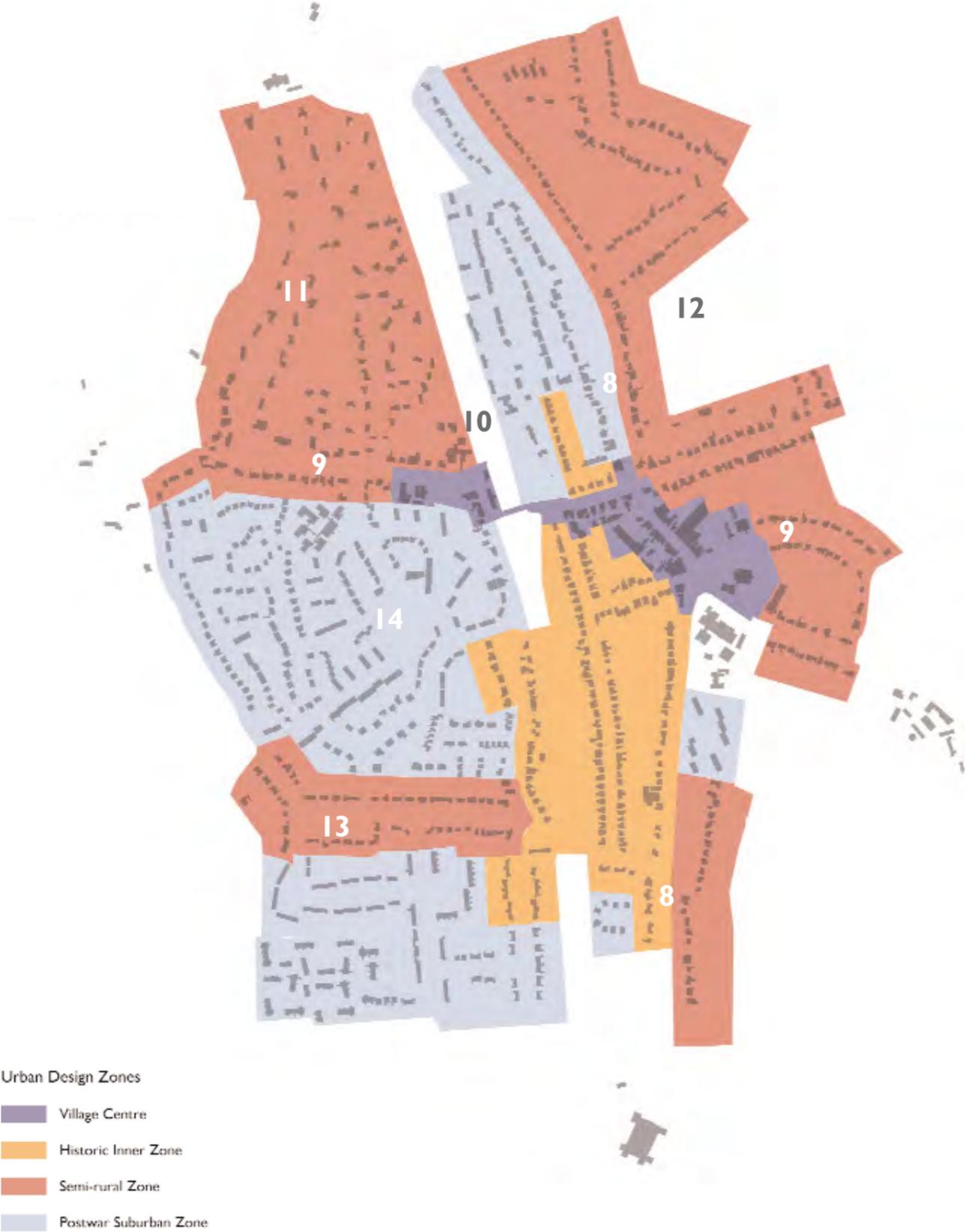
The section of Knebworth on the eastern side of the railway lines is more legible in terms of morphology. The area is strongly defined by the surrounding built form due to the formal nature of the perimeter blocks defining predominantly straight roads.

On the western side of the railway lines the layout of roads and buildings is more informal particularly within the postwar residential areas. Blocks are smaller on this side of Knebworth, however, the short cul-de-sacs create a lack of permeability and legibility.

The Deard's End Lane residential area (11) on the north east side of Knebworth is loosely based on Lutyens' original Garden Village design. However, this design was never fully implemented and many of the proposed connections through this area have been lost.

Open space

The most prominent area of open space is the Recreation Ground on the eastern edge of Knebworth (12). There are also a number of small public open spaces evident in Stockens Green (13) and Lytton Fields (14) and generous gardens provided within the large plots of much of the early development.



CONTINUITY AND ENCLOSURE BUILDING LINES, SETBACKS AND GAPS

Village Centre

Along the top end of London Road within the Village Centre, the building line is relatively continuous to the pavement edge on both sides of the road until the junction in front of St Martin's Church, which is set well back from the street. Chas Lowe's Building Yard occupies a major gap in the building line on the western side of London Road. Directly opposite the building yard, on the eastern side of London Road there is another gap site where properties are set well back from the pavement edge and the space in front has been used for the storage of building materials. The combination of these gap sites at the top end of London Road fragments the building line and disrupts the enclosure of the street.

The properties on the southern side of Station Road comprise individual buildings with relatively large gaps between them which creates a fragmented building line rather than a continuous parade. Properties are also set back from the pavement edge creating an area of hardstanding which is used to park vehicles. This weakens the overall visual coherence of the street and creates safety issues for pedestrians.

Historic Inner Zone

The tightly spaced houses within the Historic Inner Zone are parallel to the road and have small set backs. Those adjacent to London Road have medium setbacks providing a buffer for houses from the heavily trafficked

KEY ISSUES

CE2: BUILDING LINES, SETBACKS, GAPS

CE2A

Within the Village Centre London Road has a fairly consistent building line to the pavement edge although there are two prominent gap sites at the northern end. The properties along Station Road are setback from the pavement edge. Properties are loosely spaced creating a fragmented building line.

CE2B

Houses within the Historic Inner Zone are tightly spaced, parallel to the road and have small set backs. Properties adjacent to London Road have medium setbacks.

CE2C

Within the Semi-rural Zone houses have very large (Deard's End Lane/Park Lane) and medium (Oakfields/Stockens Green) setbacks. Most properties are parallel to the street.

CE2D

The Postwar Suburban areas are based around an informal layout with houses set at varying angles around short cul-de-sacs.



1. A gap site created by Lowe's Building Yard along London Road within the Village Centre.



2. Properties are set back from the pavement with an area used to park vehicles directly in front of the retail units along Station Road.



3. The building line along both sides of London Road is fairly consistent to the pavement edge.



4. Tightly spaced houses parallel to the road with small set backs along Pondcroft Road within the Historic Inner Zone.

CONTINUITY AND ENCLOSURE BUILDING LINES, SETBACKS AND GAPS

route. The dwellings along the eastern edge of Pondcroft Road and western side of London Road back onto one another, with those along the western edge of Pondcroft Road and eastern side of Gun Lane backing onto the railway lines.

Semi-rural Zone

Within the Deard's End Lane/Park Lane residential area houses are set within very large plots with large gaps between each dwelling and very large setbacks to the front. Most properties face the street although some are set at angles to the road. Corner plots have been treated in a variety of ways; with some houses addressing the corner sitting at an angle, while others provide a blank frontage to one side of the road.

Within the Stockens Green area properties have medium set backs and are parallel to the road or set around small amenity greens and corner verges.

Within the Oakfields Avenue/Oakfields Road and Watton Road residential areas houses are fairly closely spaced with medium to large setbacks. The houses are parallel to the road and follow the curve of the street (St Martin's Road) providing a fairly consistent building line throughout.

On the eastern side of London Road houses are parallel to the street with large and very large setbacks. After Gun Road (on the left) the building line on the eastern side of London Road steps back sharply, although this consistent building line with very large setback is maintained.

Postwar Suburban

The postwar estate around Wadnall Way and Meadway is set around a grid system of straight access roads with connecting through routes. Houses are generally parallel to the street with small setbacks. Some houses are set around small greens such as at Meadway and Cherry Close.

The postwar infill area between Park Lane and Stockens Green is set around an informal arrangement of short cul-de-sacs with staggered building lines. Houses are parallel to the street with others following a staggered building line, most have small setbacks. There are some areas where houses and flat blocks are set at right angles to the street particularly at corner plots.



1. Properties along Stockens Green have a fairly consistent building line and medium sized set back within the Historic Inner Zone.



2. Properties set within large plots with very large setbacks along Park Lane within the Semi-rural Zone.



3. Houses set around a small green at Meadway within the Postwar Suburban area.



4. A row of detached houses parallel to the road with continuous building line and small setbacks along Sayer Way within the Postwar Suburban area.

CONTINUITY AND ENCLOSURE BUILDING ORIENTATION

Village Centre

The main commercial street along London Road contains predominantly active street-facing frontages on both sides, with the exception of Lowe's Yard. Corner buildings are visually prominent and successfully 'turn the corner' with two frontages or effective use of windows. Along Station Road the significant set back from the road, fragmented building line, and use of the pavement for parking dilutes the impact of the active frontages.

Historic Inner Zone

The properties within the Historic Zone are all orientated towards the street. At corner plots, building generally face onto the main roads with blank sides directed onto surrounding residential access streets.

Semi-rural Zone

Within the Semi-rural Zone buildings are generally orientated towards the street although within the Deard's End Lane residential area some properties are set at slight angles to the road. However, the presence of large front gardens means that some of the houses are hidden from the street. Houses generally address the corner plots with rotated building line to create a square on the diagonal.

Postwar Suburban Zone

Most of the properties within the Postwar Suburban areas are orientated towards the street, although there are some areas, particularly at corner plots, where sides of houses are parallel to the street leading to blank frontages.

KEY ISSUES CE3: BUILDING ORIENTATION

CE3A

The Village Centre contains a high percentage of active building frontages, creating a relatively successful street scene along London Road. Along Station Road the significant set back from the road, fragmented building line, and use of the pavement for parking dilutes the impact of the active frontages.

CE3B

Within the Historic Inner Zone houses are generally orientated towards the street.

CE3C

Within the Semi-rural Zone houses front the street although the large front gardens create some separation from the street.

CE3D

Within the Postwar Suburban areas corner plots create blank frontage where sides of houses are set adjacent to the street.



1. A strongly defined corner plot within the Village Centre.



2. Semi-detached houses orientated towards the street within the Historic Inner Zone.



3. The presence of very long front gardens along London Road means that some of the houses are hidden from the street within the Semi-rural Zone.



4. Blank facades to the street created at corner plots within the Postwar Suburban area.

CONTINUITY AND ENCLOSURE PAVEMENTS

Village Centre

Along London Road pavements are fairly narrow and of varying quality, grey herringbone bricks have been used along both sides of the road, with red studded tiles used on the dropped kerbs to delineate pedestrian crossings points.

Along Station Road pavements are wider although some of the hardstanding between the shop front and the pavement edge is used for parking which creates some conflict between pedestrians and vehicles. The pavements are generally in a poor state of repair due to the impact of vehicles, and ad hoc repairs in differing materials and colours.

The route from the Station to the Village Centre is also defined by narrow pavements particularly under the railway lines where a very narrow pavement is provided on one side of the road only.

Historic Inner Zone

Pavements are narrow within the Historic Inner Zone particularly along Pondcroft Road and Gun Lane.

The pavements along the southern end of London Road and along Milestone Road are generally narrow with some narrow grass verges adjacent to the plot boundary and of varying quality.

KEY ISSUES

CE4: PAVEMENTS

CE4A

Pavements along London Road are relatively narrow and of varying quality. Along Station Road pavements are wider and buildings are set back. However, there is some conflict between pedestrians and vehicles parking in front of shops and service access to the rear of the buildings. The pavement under the railway lines is very narrow and provided only on one side of the road.

CE4B

Pavements in the Historic Inner Zone are generally narrow and of varying quality.

CE4C

The Deard's End Lane there are few pavements with grass verges, tree and shrub planting to the pavement edge providing a semi-rural feel to the area. Stockens Green, Oakfields area have pavements set within wide grass verges.

CE5D

Some parts of the Postwar Suburban Zone have pavements set within grass verges, separate footpaths are also evident. In more recent residential infill areas grass verges are less typical.



1. Herringbone paving on London Road in the Village Centre.



2. Very narrow pavement (with no pavement on the opposite side of the road) passing under the railway lines within the Village Centre.



3. Narrow pavement with grass verge to plot boundary along London Road within the Historic Inner Zone.



4. Narrow pavement along Milestone Road within the Historic Inner Zone.

CONTINUITY AND ENCLOSURE PAVEMENTS

Semi-rural Zone

Around Deard's End Lane there are some areas with no pavements and roads narrow providing a semi-rural feel to the zone.

Around Stockens Green, Watton Road, Oakfields Avenue and St Martin's Road narrow pavements are set within well maintained grass verges.

Postwar Suburban Zone

Around Meadway and Wandall Way pavements are fairly narrow but set within well maintained grass verges.

Along Hornbeam Spring pavements are provided along one side of the road with grass verges on the other side. At corner plots within this area there are more generous grassed areas with small pedestrian paths running across them.

Pavements around Orchard Way are narrower with no grass verges and varying levels of maintenance.



1. Along Deard's End Lane within the Semi-rural Zone there are some areas with no pavements as a result of the narrow roads providing a rural feel to the area.



2. Narrow pavements set in well maintained grass verges along Watton Road within the Semi-rural Zone.



3. Pavements are provided on one side of the street along Hornbeam Spring within the Postwar Suburban Zone.



4. Narrow pavements with no grass verges along Orchard Way within the Postwar Suburban Zone.

CONTINUITY AND ENCLOSURE OPEN SPACE

Open Space

Knebworth Golf Course (1) is located on the northern edge of the urban boundary and formed part of the original Garden Village plan.

The main open space in Knebworth is the Recreation Ground off Watton Road (2) on the eastern edge of the urban area which is designated as Green Belt land restricting any development of the site to structures associated with recreational activities. The Recreation Ground is well maintained and frequently used for picnics, football matches, cricket and a play area for children which includes swings and a climbing frame.

There is a small area of open space within the Postwar Suburban area at Lytton Fields (3) which also provides a well maintained playground for local children. The small area of open space at Stockens Green (4) is protected as it is within the Conservation Area, within which any development must conserve or enhance the unique character of the neighbourhood, of which open green space is an integral part.

A playing field (5) is also located on the eastern edge of the urban area associated with Knebworth Primary School.

The entire settlement is surrounded by open arable farmland and is subject to Green Belt designation.

KEY ISSUES

CE5: OPEN SPACE

CE5A

Most of the open space is provided on the edge of the urban boundary. The recreation ground off Watton Road being the most prominent and is designated within Green belt land.

CE5B

There are small pockets of well maintained amenity greens within the Lyttons Field and Stockens Green residential areas.

CE5C

Knebworth is surrounded by open arable farmland and is subject to Green Belt designation.

CE5D

There is limited green space within the Village Centre except for the area around St Martin's Church and the railway embankment.

Open Space

- 1 Knebworth Golf Course
- 2 Watton Road Recreation Ground
- 3 Lytton Fields open space
- 4 Stockens Green open space
- 5 Playing Field



CONTINUITY AND ENCLOSURE OPEN SPACE

Village Centre

St Martin's Church and the surrounding green space provides a valuable break in the relatively dense environment of the Village Centre. The railway embankment which divides the centre is also planted with trees and shrubs. Other planting is limited within the Village Centre.

Historic Inner Zone

Within the Historic Inner Zone rear gardens are long and narrow, front gardens are small with some shrubs and planting. Front gardens are delineated from the pavement by low brick boundary walls, and/or small box hedges. The pavements are relatively narrow within this area with few grass verges.

Semi-rural Zone

The Semi-rural Zone is characterised by its very green, semi-rural character. Mature planting is a unifying element within this zone, and makes great visual contribution to the street scene. Front and rear gardens are very large, and dense, mature boundary hedges and shrub planting. Within the Deard's End Lane residential area roads are edged by mature informal hedgerows, and grass verges, often directly adjacent to the road edge.

The Stockens Green residential area also has a green character and incorporates a small grassed open space which makes great visual contribution to the street scene. Planting is more formal with wide grassed verges, and front gardens delineated by well maintained box hedges, trees and shrubs.

Postwar Suburban Zone

The Postwar Suburban area has a number of footpaths set in grass verges, small amenity greens, and corner plays with small trees. The area contains Lyttons Field playground, which is grassed with some tree and shrub planting to the boundary. Most roads have grass verges, some of which have been damaged by parked vehicles. Houses have small square open plan front gardens and small rectangular or square shaped rear gardens, with some tree and shrub planting in gardens.

CE5E

There is limited landscaping within the Historic Inner Zone except for some hedges at property boundaries and small shrubs in front gardens.

CE5F

Mature planting is a unifying element within the Semi-rural Zone, and makes great visual contribution to the street scene.

CE5G

The Postwar Suburban Zone is characterised by grass verges, amenity greens, and open plan front gardens.



1. The Historic Inner Zone has small front gardens which are divided by low boundary walls and/or box hedges.



2. Mature planting is a unifying element within the Semi-rural Zone, and makes great visual contribution to the street scene.



2. Playground at Lytton Fields within the Postwar Suburban Zone.



4. Within the Postwar Suburban area around Orchard Way front gardens tend to be open with small grassed areas and shrubs.

MAKING CONNECTIONS LAND USE

Village Centre

The Village Centre contains a range of local convenience and service provision; this is primarily concentrated around the crossroads and along the top end of London Road and includes a Co-op supermarket, post office, butchers, beauty salon, cafes, bank, charity shop, estate agents etc. Unusually, a builder's merchants is also situated at the heart of the centre along London Road, and is a significant employer whose workers are important to the success of many of the local shops within the centre.

Station Road contains a number of independent specialist shops including a pet grooming parlour, carpet specialist, electrical shop and a motorcycle shop to the rear.

In terms of local amenities Knebworth Primary and Nursery School is located along Swangleys Lane, a surgery and dentist are situated along Station Road, St Martin's Church and the library along St Martin's Road. At the workshop it was felt that the library was underused and that there was a need for longer hours to encourage more people to use it. A public toilet is also located along St Martin's Road although participants at the workshop felt that this was poorly maintained and in need of refurbishment.

On the western side of the railway lines adjacent to the station there is a public house, hairdresser, an office block, and a Stationery and office supplies centre.

KEY ISSUES MCI: LAND USE

MCIA

The Village Centre contains a range of valued local convenience and service provision; this is primarily concentrated around the crossroads and along the top end of London Road. There are a number of uncharacteristic Village Centre land uses including Lowe's building yard which is accessed directly from the High Street.

MCIB

Knebworth is almost exclusively residential in character beyond the Village Centre, highlighting the importance of the centre to the local community.



1. Office block adjacent to the station within the Village Centre.



2. Knebworth Village Hall along Park Lane an important community resource.



3. Chas Lowe & Sons Tool Centre with building yard to the rear along London Road.



4. Knebworth Post Office at the corner of London Road and Saint Martin's Road.

MAKING CONNECTIONS LAND USE

Further west along Park Lane is the Village Hall and Congregational Church.

The results of the Knebworth Community Survey (September 2004) highlighted the importance of the local shops, the post office and the doctor's surgery to the local community. Respondents highlighted the lack of a secondary school in the village (with pupils travelling to Stevenage), and the lack of leisure facilities including the need for a sports facility and youth/social club.

Residential Areas

The surrounding areas beyond the Village Centre are almost entirely residential (except for single corner shops) highlighting the importance of the Village Centre to the local community. There are a number of Churches along Stevenage Road/London Road which include St Thomas More and Knebworth Methodist Church. The village also has a Golf Club House and Golf Course on the northern edge of the urban boundary.



1. The Station public house a prominent building when exiting the station on Station Approach.



2. Coasters Cafe along London Road; an important meeting place for local residents.



3. A funeral directors occupies a prominent corner plot along Station Road.



4. Knebworth Library - participants felt that this local facility should be better used.

MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

Vehicular routes

Stevenage Road/London Road was the traditional north-south route before the advent of the A1(M), and remains a busy through route. It is also the main source of congestion within the Village Centre. The vehicular movement created by the builders' merchant along London Road was also seen by participants at the workshop to add to the traffic congestion created within the Village Centre.

Public Transport

Knebworth is served by a railway station which is situated on the western side of the railway lines and provides a frequent service to London Kings Cross. Respondents of the Knebworth Community Survey (September 2004) felt that the station was in a poor state of repair with vandalism seen as a particular issue.

Frequent bus services run along Stevenage/London Road and Park Lane with bus stops located within the Village Centre. Respondents of the Knebworth Community Survey (September 2004) were divided in terms of bus services within the village, some felt they were too expensive and unreliable while others felt they were good. The respondents also highlighted the need for a village hopper bus to serve the residential streets. Buses beyond the village were seen as expensive for short trips, although the service to Welwyn Garden City and Stevenage were seen as good. The need for a better service to Luton was highlighted.

KEY ISSUES

MC2: CIRCULATION DEMAND AND LINKAGES

MC2A

Stevenage Road/London Road is the only direct north-south route through the village and the main source of congestion within the Village Centre.

MC2B

Station Road is a key east-west pedestrian route, although there is some tension between pedestrians and vehicles due to parked vehicles and access requirements to the rear of the properties.

MC2C

Respondents felt that the station was in need of refurbishment and presented a poor first impression of the village.

MC2D

Pedestrian footpaths within the Postwar Suburban area are poorly lit. Cycle routes are primarily focused along vehicular routes, which creates some issues particularly along heavily trafficked routes. Cycle parking provision could also be improved.



MAKING CONNECTIONS CIRCULATION, DEMAND AND LINKAGES

Pedestrian and cycle routes

Stevenage Road/London Road and Station Road are both highly trafficked pedestrian routes. Station Road is a common axial route connecting the eastern and western aspects of the village via the tunnel underneath the railway lines. Participants at the workshop highlighted the desire to open up access through the station tunnel to the eastern side of the railway lines in order to provide safer pedestrian connections and link into potential additional parking opportunities on the eastern side.

The commercial hub of the village is on London Road, south of the crossroads with Station Road, which also attracts a significant quantity of pedestrian activity. There is some tension between pedestrians and vehicles within the centre due to the on-street parking and congestion along London Road, and the access required to the builder's merchants. Along Station Road access is also required to the rear of the properties and part of the pavement is also used for deliveries and for parking by tenants.

In terms of cycle routes within the Village, these are primarily focused along vehicular routes, which creates some issues particularly along heavily trafficked routes such as London Road/Stevenage Road and Station Road. Cycle parking is provided at the station within the former underpass beneath the railway lines. Participants at the workshop felt that cycle parking should be provided in front of the station as the current position was poorly overlooked. There was also seen to be a need for cycle parking outside the library.

Residential Areas

Vehicular routes

Stevenage Road/London Road was the traditional north-south route before the advent of the A1(M), and remains a busy through route. Park Lane, Watton Road, Swangleys Lane and Old Lane are the main residential access roads leading off Stevenage Road/London Road.

Pedestrian routes

Within the Postwar Suburban areas a network of segregated pedestrian footpaths and routes between cul-de-sac ends are provided. Participants at the workshop, however, raised the issue of the poor lighting and a lack of overlooking along many of these routes.

Within the other urban design zones pedestrian routes are primarily confined to vehicular routes.



1. Public footpath leading out towards the Recreation Ground from Oakfield Road.



2. One of very few points where pedestrians can cross the railway lines at Station Approach/Station Road.



3. Knebworth Station separated from the main part of the Village Centre by the railway lines.



4. A poorly overlooked and badly lit pedestrian footpath off London Road.

MAKING CONNECTIONS PARKING

Village Centre

A public car park is situated at Knebworth Railway Station on Station Approach which serves both the Village Centre and station users. The car park is heavily used particularly by commuters.

On-street parking is provided in bays along London Road. The bays are reasonably well defined through the use of road markings. Double yellow lines restrict parking on certain areas of the road, such as around the junction with Station Road.

There is a significant quantity of on street parking on Station Road, with areas in front of the shops also heavily utilised. Parking spaces in this area are popular for a number of reasons, such as the proximity of the rail station and shops, and for commercial reasons such as deliveries and service access.

Traffic congestion and parking was considered a key priority issue in the Knebworth Parish Plan Community Survey (September 2004). A number of possible options to improve parking were posed through the survey including the introduction of more parking restrictions, parking charges, and residential parking zones. The majority of respondents supported the idea of more parking restrictions particularly along the main commercial street and immediate side roads, Park Lane and side roads, and Gun Lane/Pondcroft Road. Resident parking zones were also supported with Pondcroft Road, areas around the station, Gun Lane near school and Stockens Green identified as possible locations. On the

KEY ISSUES MC3: PARKING

MC3A

Knebworth Railway Station car park is heavily used particularly by those commuting into London.

MC3B

On-street parking is an important convenience for visitors to the Village Centre, although it creates some problems in terms of congestion and safety issues for crossing pedestrians.

MC3C

There are no significant off-street car parks in the Village Centre, which increases pressure on neighbouring residential streets. Commuter parking has also exacerbated this issue.

MC3D

There are some issues of residential parking within the Historic Inner Zone due to the lack of off-street parking, and the proximity to the Village Centre.



1. Marked parking bays outside the post office along St Martin's Road within the Village Centre.



2. On-street parking along London Road within the Village Centre.



3. Pay and display parking at the front of Knebworth Station.



4. Conflict is created between by parking vehicles in front of shops and access to the properties to the rear of Station Road.

MAKING CONNECTIONS PARKING

whole, parking charges were not a popular concept, although the station was identified as a possible option to introduce charges to discourage commuter parking.

Participants at the Urban Design Assessment workshop felt that introduction of some parking restrictions within the Village Centre and charges at the station had improved the parking issue, although some felt that this had merely moved the problem into surrounding residential streets.

Historic Inner Zone

There is significant on-street parking on Pondcroft Road and Milestone Road. This reflects the smaller quantity of on-site parking available in this area due to the tight-knit historic character of the zone.

Semi-rural Zone

Within the Semi-rural Zone parking is predominantly provided off-street within the large plot boundaries.

Postwar Suburban Zone

Within the Postwar Suburban areas there is some on-street parking within designated parking bays and garage areas to the rear of houses. Most of the semi-detached houses have garages or drives, and there are also some perpendicular parking bays.



1. On-street parking along Milestone Road within the Historic Inner Zone.



2. A combination of on and off-street parking to the west of the railway line within the Historic Inner Zone.



3. On-site parking within the large plots along Park Lane within the Semi-rural Zone.



4. Parking bays at Deanscroft within the Postwar Suburban area.

QUALITY OF THE PUBLIC REALM STREETSCAPE ELEMENTS

Public Realm

The participants at the workshop revealed a desire for more public space within the Village Centre, with support for a new public square on the site currently occupied by Lowe's Building Yard should the site become available. St Martin's green was also seen as a key area where more community activity and focus could be created.

Streetscape Elements

There are a number of aspects of the village, such as the decorative detailing on buildings, areas of planting, and the historic milestone, which greatly contribute to the visual attractiveness of the village. However, these are not presented within a coherent and uniform manner, and the paving, bollards, and lampstands appear tired and poorly maintained which reduces their overall impact.



1. Detailing at the Congregational Church on Station Road provides a visual link with the past.



2. Decorative brickwork at the Roman Catholic Church on London Road.

KEY ISSUES

QPRI: STREETSCAPE ELEMENTS

QPRI A

There is a lack of public/social outdoor space within the Village Centre.

QPRI B

Detailing on buildings, planting, and historic signage contribute to the character of the village although the poor quality of much of the street furniture and lack of a coherent streetscape strategy reduces their overall impact.



3. Items of street furniture are well utilised, but could benefit from a coherent strategy aimed at enhancing aesthetic appeal and maintenance.



4. Streets in the village centre have a different appearance to the rest of the village, reflecting their different use patterns, although paving materials in general are poorly maintained.

QUALITY OF THE PUBLIC REALM SECURITY

The results of the Community Survey (September 2004) revealed a concern for crime and unsociable behaviour within the village. In particular respondents supported alcohol restrictions in the village centre and near the station and within the Recreation Ground. CCTV was also given a positive response around the High Street, Station and Recreation ground. The support for more police visibility was a particularly high priority with calls for a local 'bobby' and night patrols.

The Urban Design Assessment workshop revealed similar concerns in terms of crime and nuisance in the centre of the Village. The introduction of community support officers and the introduction of CCTV on the High Street was seen as a positive step although one participant felt that it gave the impression that Knebworth was unsafe, another felt that it was used purely for vehicle recognition. Participants felt, however, that the station was only manned until 2.30pm and that this should be rectified.

In terms of surrounding residential areas, alleyways and footpaths, particularly within the Postwar Suburban areas, were seen as poorly lit and lacking in natural surveillance. In addition some of the parking courts and garage areas which were poorly overlooked by surrounding houses tended to attract anti-social behaviour.



1. Garage court off Deanscroft; the lack of natural surveillance from surrounding properties of these areas means that they tend to attract anti-social behaviour.



2. Poorly lit pedestrian footpath along Westland Road within the Postwar Suburban area.

KEY ISSUES QPR2: SECURITY

QPR2A

There is a concern for crime and anti-social behaviour in the Village particularly around the High Street, the recreation ground and the Station.

QPR2B

Alleyways and footpaths particularly within the Postwar Suburban areas were seen as poorly lit and lacking in natural surveillance. In addition some of the parking courts and garage areas which were poorly overlooked by surrounding houses tended to attract anti-social behaviour.



3. Some of the access points to the rear of the properties within the Village Centre have been installed with private surveillance cameras.



4. CCTV systems have been installed looking down Station Road and London Road.

SETTLEMENT-WIDE CRITERIA CIRCULATION

Knebworth is situated 3.5 miles south of Stevenage and 3 miles north of Welwyn Garden City, as such these are the local resident's main shopping and employment centres outside the convenience and service provision provided by the village centre. London is also located only 30 miles away and a 35 minute ride by train on the Cambridge to London Kings Cross line. As such, the village forms part of the commuter belt with a large number of residents travelling into London for work.

Knebworth is also in close proximity to a number of the main London airports: Heathrow (30 miles), Stansted (25 miles), and Luton (12 miles).

The A1(M) motorway runs north-south to the west of Knebworth, with the surrounding open countryside separating it from the urban boundary. The main roads radiating out from Knebworth include Stevenage Road to the north, London Road to the south, Gipsy Lane to the west and Watton Road and Swangleys Lane to the east. There is little public footpath provision beyond the urban boundary into the open countryside. There is, however, a bridleway connection between Knebworth and Stevenage.

The edges of the settlement are clearly defined and the area is surrounded on all sides by rolling landform which helps to create enclosure and separation. Stevenage, however, was seen at the workshop as a particular threat in terms of the general development pressure on the character of the area and contributing to a growing sense of encroachment.

KEY ISSUES SWI: CIRCULATION

SWIA

London, Stevenage and Welwyn Garden City are the local resident's main shopping and employment centres.

SWIB

The main roads radiating out from Knebworth include Stevenage Road to the north, London Road to the south, Gipsy Lane to the west and Watton Road and Swangleys Lane to the east.

SWIC

The edges of the settlement are clearly defined and the area is surrounded on all sides by rolling landform which helps to create enclosure and separation.



1. The railway line which bisects the Village.



2. Open countryside beyond the urban boundary.



3. The edges of the settlement are clearly defined and the area is surrounded on all sides by rolling landform.



4. Views out towards the open countryside from the periphery of the urban area.

SETTLEMENT-WIDE CRITERIA VIEWS

Due to its position within designated Green Belt, there are strong views around the periphery of the village into the surrounding countryside. These are particularly pronounced from Gun Lane, Watton Road, and Oakfields Avenue, which features a panoramic view of Stevenage.

Views within Knebworth

The most prominent views within the village are perhaps towards St Martins Church from Stevenage Road and London Road, along Stockens Green from Gun Lane, and from the top of Stevenage Road back towards the village centre.

Views into the countryside

The majority of the residential neighbourhoods in Knebworth, on both sides of the railway line, possess good views into the open countryside.

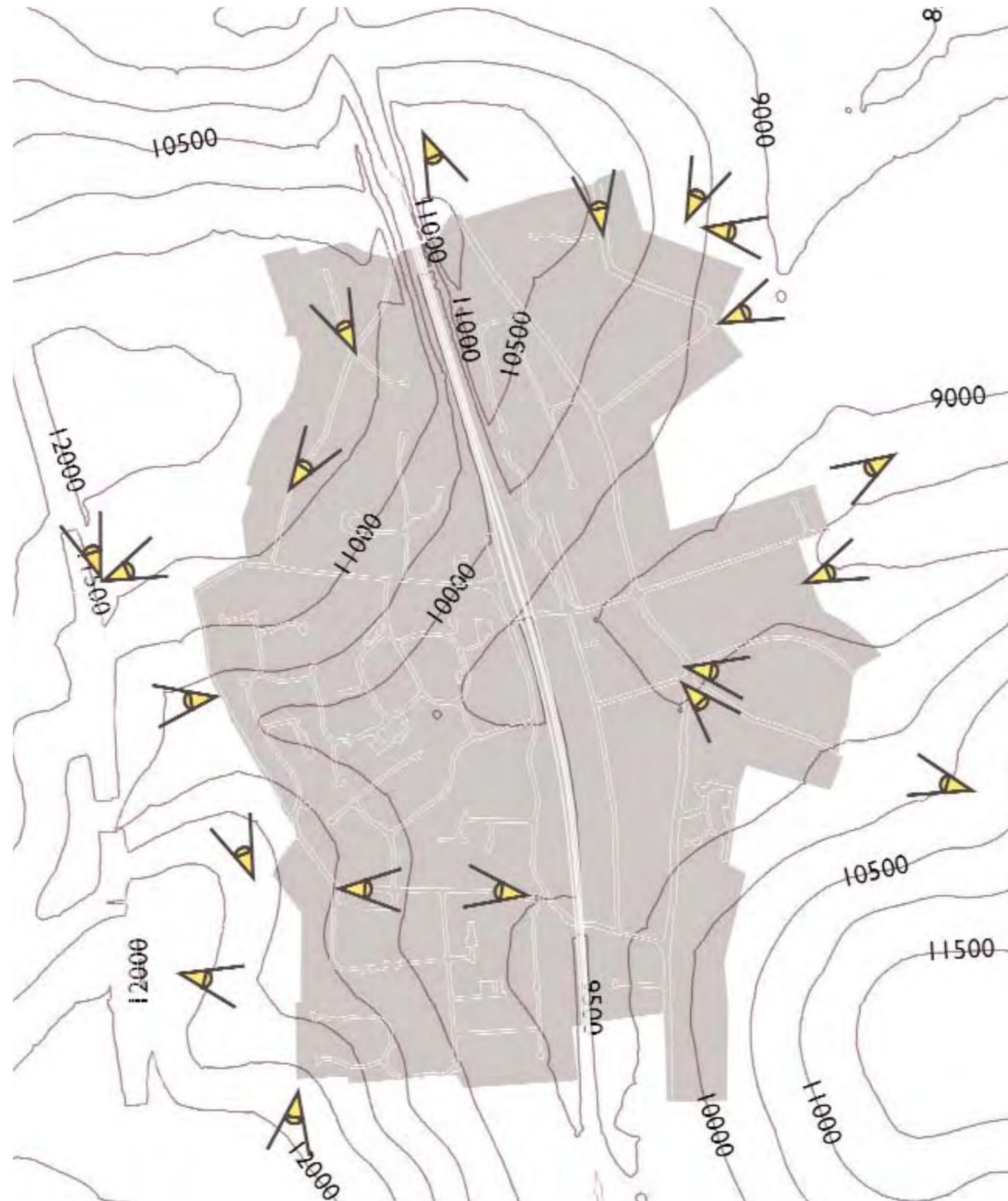
KEY ISSUES SW2: VIEWS

SW2A

The village is characterised by views from the periphery towards open countryside.

SW2B

St Martin's Church and the Stockens Green Conservation Area provide some of the best views within the village.



Knebworth Topography (contour lines in centimetres)

SETTLEMENT-WIDE CRITERIA LEGIBILITY

Landmarks, gateways and orientation points

St Martin's Church is the main landmark and orientation point in the village, thanks to its distinctive design and position at a crossroads at the heart of the village. St Mary's Roman Catholic Church also constitutes a landmark and acts as a gateway feature to the village when approaching from the south. Knebworth Railway Station is another important gateway into the village, though it does not possess any intrinsic value beyond its role as a piece of essential infrastructure. It is also divided from the main part of the Village Centre by the railway lines.

Paths and edges

London Road, Stevenage Road, and Station Road constitute the main pedestrian paths through the town. The railway is the most prominent barrier in the village, though the volume of traffic and level of on street parking on Stevenage Road and London Road can create obstacles for pedestrians and cyclists.

Signage

The historic milestone (pictured top left) denotes the traditional Great North Road from London, which bisects Knebworth along what is now called Stevenage Road. The village does not possess a distinctive style of signage or landscaping, with most routes indicated by standard signage as pictured bottom left. This is an area that could be improved to generate a greater sense of place within the village as a whole, and within individual neighbourhoods.



1. The stone milemarker provides some sense of historic reference to the Centre.



2. Local services are well signposted and integral aspects of the small village community

KEY ISSUES SW3: LEGIBILITY

SW3A

St Martin's Church is a key orientation point for the village.

SW3B

The elevated railway is a strong barrier bisecting the village.

SW3C

On the scale of the village centre, on-street parking and traffic volumes can be a barrier to movement on Stevenage Road and London Road.

SW3D

Knebworth would benefit from the introduction of a uniform, coherent signage strategy.



2. The town centre road signage highlights local pedestrian routes, both rural and urban.



4. Local information is presented on a well used, frequently updated notice board

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
MAKING PLACES	MP1: Building types	MP1A	Within the Village Centre along Station Road buildings are individual properties. London Road contains short parade blocks.		Make improvements to Station Road commercial properties through for example, designated parking bays and streetscape improvements.
		MP1B	The Historic Inner Zone comprises closely spaced semi-detached and detached houses with a few short rows of terraces.		Explore opportunities to create a better mix of housing types when new development sites come forward.
		MP1C	The Semi-rural Zone contains large detached houses set within large plots. and some semi-detached properties.	Protect and enhance the prevailing building types within the Semi-rural Zone.	
		MP1D	The Postwar Suburban residential areas contains a mix of building types including detached, semis, bungalows, short terraces, maisonettes and flat blocks.	Preserve the diversity of the housing stock.	Ensure that new developments include a mix of housing types.
	MP2: Materials/architectural styles	MP2A	The Victorian Centre contains predominantly late c19th and early c20th properties comprising a mix of late Victorian and Neo-Georgian styles with red brick, white painted render, and Mock Tudor influences. More recent development within the centre are out of character with these materials and styles.	Ensure that new buildings within the Village Centre are of the highest quality and maintain the architectural coherence of the area.	
		MP2B	The Historic Inner Zone comprises some late Victorian and Edwardian red brick properties with tile roofs and brick chimney stacks.		Apply high-quality materials that are consistent with traditional materials.
		MP2C	Edwin Lutyens designed properties are evident within the Semi-rural Zone with white painted cottages with weatherboard gables, and Neo-Georgian red brick houses.		Apply high-quality materials that are consistent with traditional materials.
		MP2D	The Postwar Suburban area contains a variety of styles and materials including red, brown, beige and painted brick, and tile and plastic cladding.	Discourage the use of materials and colours which do not fit within the context of the Village.	
	MP3: Listed buildings and Conservation Areas	MP3A	Knebworth's Conservation Areas are almost exclusively residential, and are chiefly related to the built elements of the Lutyens' Knebworth Garden Village concept.	Protect and enhance the residential areas within Knebworth's Conservation Area.	Develop an understanding of the importance and special interest of Knebworth's Conservation Area e.g. through a Conservation Character Statement.
		MP3B	There are Listed structures throughout the village, which include historic Lutyens-designed dwellings, elements of street furniture, and traditional agricultural buildings.	Preserve and enhance the listed structures within the Village.	

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
MAKING PLACES	MP4: Building Heights	MP4A	The Village Centre is predominantly 2 storey in scale with some three storey buildings at the crossroads. The rooflines across the centre are varied with flat, hipped, pitched roofs and chimney stacks in evidence.	Maintain the predominantly two-storey building heights.	Explore the potential for three storey distinctive buildings on corner plots or around the crossroads if these areas come forward for redevelopment.
		MP4B	The residential areas are predominantly two storey in height, although three and four storey flat blocks are evident in the Postwar Suburban Zone.		Consider the potential for three storey buildings on block sites within the Postwar Suburban Zone.
	MP5: Density	MP5A	The Village Centre has a relatively high density with closely knit two and three storey properties along London Road. the density falls away towards the edges of the Village Centre where properties are more loosely spaced and building heights fall.	Protect and enhance the high density character of the Village Centre.	Explore the potential for high density mixed use development where sites become available within the Village Centre.
		MP5B	The Historic Inner Zone has closely spaced terraces set within narrow plots with a high density character.	Maintain the high density character of the Historic Inner Zone.	
		MP5C	The Semi-rural Zone has a low to very low density with detached houses set in very large plots.	Maintain the low density semi-rural character of the Semi-rural Zone particularly towards the urban boundary edge.	
		MP5D	The Postwar Suburban area has a medium to high density character with tightly spaced houses, rows of terraces and flat blocks in evidence.		Explore the potential for high density residential development where block sites become available within the Postwar Suburban Zone.
	MP6: Topography	MP6A	Knebworth is positioned within a slight valley of a gently undulating landform which allows open views into the surrounding countryside.	Protect and enhance the key views into the surrounding countryside.	
		MP6B	The undulating west-facing slope on the western side of the railway lines provides local variations in landform.	Protect and enhance local views within Knebworth.	

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
CONTINUITY AND ENCLOSURE	CE1: Urban Morphology	CE1A	The Village Centre at the top end of London Road has a very distinctive tight-knit urban grain, which breaks away towards the edges of the centre.	The tight-knit urban grain of the Village Centre should be protected and enhanced.	Opportunities to reinforce the urban grain should be explored particularly where there are breaks in the building line and gap sites.
		CE1B	The Historic Inner Zone and Semi-rural Zone have a strongly defined urban grain which provides a legible and permeable layout.	Protect and enhance legible and permeable layout of the Historic Inner Zone and Semi-rural Zone.	New development should respect the existing strong building line within the Historic Inner Zone.
		CE1C	The Postwar Suburban areas have a more informal layout of curvilinear streets and cul-de-sacs providing a less legible and permeable layout.		Through routes should be encouraged over cul-de-sac development.
		CE1D	The railway line bisects the centre in half and creates an east-west divide with a lack of morphological continuity between the two sides. The east side of the village is more legible with built form strongly defining the streets. The western side has a more informal layout and less legible built form.	Protect and enhance the strong definition of the streets on the eastern side of Knebworth.	Consider opportunities to enhance the legibility and permeability of the western side of the village through new development and opening up new routes to connect the two sides of the railway lines.
		CE1E	Large areas of open space are limited to the edges of the urban boundary.	Protect existing open space and improve access to open space from residential zones.	Consideration should be given to the incorporation of open space as part of new development.
	CE2: Building lines, setbacks and gaps	CE2A	Within the Village Centre London Road has a fairly consistent building line to the pavement edge although there are two prominent gap sites at the northern end. Station Road has a more fragmented building line as properties are loosely spaces and setback from the pavement edge.		Consider opportunities to consolidate the building line through the redevelopment of gap sites within the Village Centre.
		CE2B	Houses within the Historic Inner Zone are tightly spaced, parallel to the road and have small set backs.	New development should respect the strong building line of the Historic Inner Zone.	
		CE2C	Within the Semi-rural Zone houses have very large (Deard's End Lane/Park Lane) and medium (Oakfields/Stockens Green) setbacks. Most properties are parallel to the street.	Protect and enhance the special character of the Semi-rural Zone. Maintain large setbacks and encourage planting along boundary and within front gardens.	
		CE2D	The Postwar Suburban areas are based around an informal layout with houses set at varying angles around short cul-de-sacs.		Perimeter block development should be encouraged to provide active frontage to the street.
	CE3: Building orientation	CE3A	The Village Centre contains a high percentage of active building frontages, creating a relatively successful street scene along London Road. Along Station Road the significant set back from the road, fragmented building line, and use of the pavement for parking dilutes the impact of the active frontages.	Maintain and enhance the active frontages along London Road.	Consider implementing core business hour restrictions for service access and parking within the setbacks along Station Road. Explore potential to 'activate' the setbacks with seating, 'spill out' space etc.
		CE3B	Within the Historic Inner Zone houses are generally orientated towards the street.	New development should maintain strong continuity of building frontage along the street.	Enhance the existing wayfinding signage. Coordinate signage approach with other streetscape elements.
		CE3C	Within the Semi-rural Zone houses front the street although the large front gardens create some separation from the street.		
		CE3D	Within the Postwar Suburban areas corner plots create blank frontage where sides of houses are set adjacent to the street.		Careful design consideration should be given to corner plots to provide continuous active frontage around the corner.

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
CONTINUITY AND ENCLOSURE	CE4: Pavements	CE4A	Pavements along London Road are relatively narrow and of varying quality. Along Station Road pavements are wider and buildings are set back. However, there is some conflict between pedestrians and vehicles parking in front of shops and service access to the rear of the buildings. The pavement under the railway lines is very narrow and provided only on one side of the road.		Explore alternative uses for the setbacks along Station Road - seating, street furniture, 'spill out' space etc. Consider opening up other pedestrian linkages under the railway lines.
		CE4B	Pavements in the Historic Inner Zone are generally narrow and of varying quality.		Consider opportunities to enhance/upgrade pavements within the Historic Inner Zone.
		CE4C	The Deard's End Lane there are few pavements with grass verges, tree and shrub planting to the pavement edge providing a semi-rural feel to the area. Stockens Green, Oakfields area have pavements set within wide grass verges.	Maintain and enhance the green character of the Semi-rural Zone.	
		CE4D	Some parts of the Postwar Suburban area have pavements set within grass verges, separate footpaths are also evident. In more recent residential infill areas grass verges are less typical.		Consider the potential to incorporate grassed verges within new development to maintain a village character.
	CE5: Open Space	CE5A	Most of the open space is provided on the edge of the urban boundary. The recreation ground off Watton Road being the most prominent and is designated within Green belt land.	Protect and enhance the Recreation Ground as an important open space within Knebworth.	Explore the potential to improve pedestrian access to the Recreation ground from residential areas.
		CE5B	There are small pockets of well maintained amenity greens within the Lyttons Field and Stockens Green residential areas.		Explore the potential to introduce green spaces and amenity areas as part of new development.
		CE5C	Knebworth is surrounded by open arable farmland and is subject to Green Belt designation.		Explore opportunities to improve access and signage to the surrounding countryside from Knebworth.
		CE5D	There is limited green space within the Village Centre except for the area around St Martin's Church and the railway embankment.		Explore opportunities to introduce new public space as part of new developments within the Village Centre.
		CE5E	There is limited landscaping within the Historic Inner Zone except for some hedges at property boundaries and small shrubs in front gardens.	Protect and enhance boundary planting within the Historic Inner Zone.	
		CE5F	Mature planting is a unifying element within the Semi-rural Zone, and makes great visual contribution to the street scene.	Protect and enhance the green character of the Semi-rural Zone. Discourage the use of significant proportions of the front garden for hardstanding/parking.	
CE5G	The Postwar Suburban Zone is characterised by grass verges, amenity greens, and open plan front gardens.	Protect and enhance existing amenity greens and grass verges within the Postwar Suburban Zone.	Consider the potential to introduce additional green space as part of new development.		

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
MAKING CONNECTIONS	MCI: Land Use	MC1A	The Village Centre contains a range of valued local convenience and service provision; this is primarily concentrated around the crossroads and along the top end of London Road. There are a number of uncharacteristic Village Centre land uses including Lowe's building yard which is accessed directly from the High Street.	Protect and enhance the local convenience and service provision within the Village Centre.	Explore the potential to redevelop the 'backland' areas of the Village Centre to enhance the local service provision and mix of uses.
		MC1B	Knebworth is almost exclusively residential in character beyond the Village Centre, highlighting the importance of the centre to the local community.	Protect and enhance the local convenience and service provision within the Village Centre.	
	MC2: Circulation, demand and linkages	MC2A	Stevenage Road/London Road is the only direct north-south route through the village and the main source of congestion within the Village Centre.		
		MC2B	Station Road is a key east-west pedestrian route, although there is some tension between pedestrians and vehicles due to parked vehicles and access requirements to the rear of the properties.		Consider parking restrictions within core business hours for service deliveries and parking within the setbacks along Station Road.
		MC2C	Respondents felt that the station was in need of refurbishment and presented a poor first impression of the village.		Consider opportunities to improve the Station and its environs to create a positive gateway into the Village.
		MC2D	Pedestrian footpaths within the Postwar Suburban area are poorly lit. Cycle routes are primarily focused along vehicular routes, which creates some issues particularly along heavily trafficked routes. Cycle parking provision could also be improved.		Improve lighting along key pedestrian routes. Consider the potential extension of cycle routes within Knebworth. Explore the provision of safe, well overlooked and convenient cycle parking at the library and Station.
	MC3: Parking	MC3A	Knebworth Railway Station car park is heavily used particularly by those commuting into London.		Explore the potential to incorporate additional parking around the Station particularly on the eastern side of the railway lines.
		MC3B	On-street parking is an important convenience for visitors to the Village Centre, although it creates some problems in terms of congestion and safety issues for crossing pedestrians.		Pedestrian safety and crossing facilities should be prioritised within the Village Centre.
		MC3C	There are no significant off-street car parks in the Village Centre, which increases pressure on neighbouring residential streets. Commuter parking has also exacerbated this issue.		Consider carefully parking provision in the Centre and explore the potential for additional parking as part of new developments.
		MC3D	There are some issues of residential parking within the Historic Inner Zone due to the lack of off-street parking, and the proximity to the Village Centre.		Consider introducing residential parking permits within residential areas within close proximity to the Village Centre and the Station.

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
QUALITY OF THE PUBLIC REALM	QPR1: Streetscape Elements	QPR1A	There is a lack of public/social outdoor space within the Village Centre.		Explore the potential to utilise the space around St Martin's Church and the potential to introduce new public space as part of new developments within the Village Centre.
		QPR1B	Detailing on buildings, planting, and historic signage contribute to the character of the village although the poor quality of much of the street furniture and lack of a coherent streetscape strategy reduces their overall impact.		Introduce a coherent streetscape strategy which reduces street clutter and complements the surrounding built form.
	QPR2: Security	QPR2A	There is a concern for crime and anti-social behaviour in the Village particularly around the High Street, the recreation ground and the Station.		Consider the potential for additional CCTV around key crime hotspots. Consider 'Secured By Design' principles as part of new development.
		QPR2B	Alleyways and footpaths particularly within the Postwar Suburban areas were seen as poorly lit and lacking in natural surveillance. In addition some of the parking courts and garage areas which were poorly overlooked by surrounding houses tended to attract anti-social behaviour.		Improve lighting levels along key pedestrian footpaths within the Postwar Suburban Zone. New development should incorporate integrated parking or well overlooked parking courts.

KEY ISSUES, SAFEGUARDS AND OPPORTUNITIES

	Criteria	Issue Number	Issue	Safeguards	Opportunities
SETTLEMENT-WIDE CRITERIA	SW1: Circulation	SW1A	London, Stevenage and Welwyn Garden City are the local resident's main shopping and employment centres.		
		SW1B	The main roads radiating out from Knebworth include Stevenage Road to the north, London Road to the south, Gipsy Lane to the west and Watton Road and Swangleys Lane to the east.		Main roads providing access into and out of Knebworth should be given careful design attention.
		SW1C	The edges of the settlement are clearly defined and the area is surrounded on all sides by rolling landform which helps to create enclosure and separation.	Development at the edge of the urban boundary should respect the rolling landform surrounding the Village with consideration to building heights and landscaping.	
	SW2: Views	SW2A	The village is characterised by views from the periphery towards open countryside.	Protect key views from the periphery out towards the open countryside.	
		SW2B	St Martin's Church and the Stockens Green Conservation Area provide some of the best views within the village.	Protect the views of St Martin's Church within the Village Centre.	
	SW3: Legibility	SW3A	St Martin's Church is a key orientation point for the village.	Protect the views of St Martin's Church within the Village Centre.	
		SW3B	The elevated railway is a strong barrier bisecting the village.		Consider the potential to improve existing east-west connections and the opportunity to open up additional pedestrian crossings beneath the railway lines.
		SW3C	On the scale of the Village Centre, on-street parking and traffic volumes can be a barrier to movement on Stevenage Road and London Road.		Explore congestion issues within the Village Centre. Consider opportunities to enhance on-street parking provision along Station Road.
		SW3D	Knebworth would benefit from the introduction of a uniform, coherent signage strategy.		Introduce a uniform, coherent signage strategy across the Village and out towards the countryside.

CONSULTATION

Knebworth Workshop, 16 January 2007

The Knebworth Urban Design Assessment Day was held on Tuesday 16 January 2007 at Knebworth Village Hall.

The purpose of the event was to examine the perceptions of local people about Knebworth, and to determine how local people perceive and utilise their village during their daily lives. The event was comprised of three workshop sessions, each examining a different issue with regards to Knebworth, including the character and textures that generate a locality's unique identity, to personal perceptions of the local neighbourhood and its attendant local routes and connections.

The event was attended by 25 local stakeholders and was introduced by Helen Leitch, Urban Design Officer at North Hertfordshire District Council. Adam Lubinsky of Urban Practitioners explained the programme for the day.

The format of the day involved three workshop sessions, outlined within this consultation document.

RECORD OF ATTENDANCE The following people attended the event:

Ms J Ansel, Stepping Stone Pre-School
Mr N Bishop, Urban Practitioners
Miss H Brookes, Urban Practitioners
Ms Brookes, Knebworth Parish Plan Team
Mr Peter Calver
Chris Carter, North Herts District Council
Mr Catt, Knebworth Parish Plan Team
John Chapman, North Herts District Council
Joanne Cousins, North Herts District Council
Mr H Cobbold, Knebworth Parish Plan Team
Dr Graham Fothergill, Knebworth Parish Council
Mrs C Graham, Knebworth Parish Council
Naomi Gould, North Herts District Council
Mr B Hall, Knebworth Parish Plan Team
Mrs J Hall, Knebworth Parish Plan Team
Mr J Hunt, Knebworth Parish Council
Dr G Lawrence, Arches House
Helen Leitch, North Herts District Council
Mr P Lowe, C Lowe Builders Merchants
Mr A Lubinsky, Urban Practitioners
Mr Montgomery, Knebworth Parish Plan Team
Anne Osborn, North Herts District Council
Mr M Proctor, Urban Practitioners
Mr Reeves, Knebworth Parish Plan Team
Mrs C Smith, Knebworth Parish Council
Ms Elisabeth Smith, Knebworth Parish Council
Mr A Titmarsh, Knebworth Parish Council
Victoria Woodbridge, North Herts District Council

**NORTH HERTFORDSHIRE
URBAN DESIGN ASSESSMENT
KNEBORTH**

URBAN DESIGN ASSESSMENT DAY

Date Tuesday 16 January 2007
Time 12.00noon-3.00pm
Venue Knebworth Village Hall

PROGRAMME

12.00	Registration and buffet lunch
12.20	Introduction Helen Leitch, North Hertfordshire District Council Adam Lubinsky, Urban Practitioners
12.30	What Surrounds Us? Neighbourhood Character and Textures
13.00	Does It Work For Us? Neighbourhood Perceptions
13.30	Where Are We Going? Routes and Connections
2.15	Tea break
2.30	Feedback
2.45	Summing Up and Next Steps
2.50	Close





Adam Lubinsky of Urban Practitioners explains the programme for the day.



Group 3 note walking routes in Knebworth.



Participants discuss barriers within Knebworth.

WORKSHOP I - WHAT SURROUNDS US?

How well do you know your village? Neighbourhood character and textures

The first workshop consisted of a quiz looking at the textures, materials and landmarks in Knebworth. Participants worked in small groups and were issued with a worksheet containing snapshots of photographs from around the village and asked to identify what these images were of and where they were located. Following this, participants were asked to identify whether a series of photographs were of publicly or privately-owned areas. Finally, participants were asked to identify local features and their function.

The majority of participants were able to correctly identify the featured images, including the mile stone on Stevenage Road, the window at St Martin's Church, brick detailing from the Roman Catholic Church, and the recycling point on Station Road.

In the second part of the workshop, the groups were asked to identify whether particular spaces were public or private areas of the town, based on their appearance. In general terms, participants had a good knowledge of which aspects of the village had been identified, and their status. The image which caused the most confusion was B, which is a public road many mistook as being under private ownership.

It was noted that one of the factors that influenced whether participants considered an area to be public of private was the presence of items of street furniture, and the standard of maintenance.

The third section required the groups to identify the function of local features; a traditional red letter box, some cycle parking spaces in the village centre, and a CCTV camera. Most participants were able to accurately identify these elements.

How well do you know your village? NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT

KNEBWORTH

**Recognise these features?
Can you map them by their number?**

**Recognise these features?
Are they public or private?**

A

B

C.....

D.....

E.....

F.....

**Recognise these features?
What are their function?**

1.....

2.....

3.....

NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT KNEBWORTH SEPTEMBER 2007

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WORKSHOP 2 - DOES IT WORK FOR US?

Neighbourhood perceptions

A short presentation was given to the group by Adam Lubinsky of Urban Practitioners on the way in which the evolution of a town or village can be influenced by a range of factors. Particular attention was given to the relationship between the built form and streetscape of an area and the paths that people choose. The relationship between building density, built form, building heights and views were also discussed.

Participants were then asked to identify what they liked about the village by looking at a series of photographs examining building materials, shop signs, footpaths and boundaries. Participants were asked to consider four photographs under each heading and assign each one a mark between one and five to indicate which ones they liked the most (with five representing those that were liked the most). In addition, participants were asked to write a word or phrase to describe how they felt about the image.

The following pages outline participants' responses to each of the images and the words that were selected to describe them. Beneath each image and the number scale are the total number of participants that allocated the image that particular score.

What do you like about your village? NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT

KNEBWORTH

Consider the architectural elements and materials in the photographs below. Give each one a mark from 1-5, where 5 indicates those that you like most. Below each image write a key word to describe how you feel about it.
When you have completed the sheet, please return it to a member of the Urban Practitioners team.

BUILDING MATERIALS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
SHOP SIGNS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
FOOTPATHS				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1
BOUNDARIES				
	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1	5 4 3 2 1

urban practitioners

WORKSHOP 2 - DOES IT WORK FOR US?

BUILDING MATERIALS



4 9 5 1 0
 NUMBER OF RESPONSES

The traditional weatherboarding utilised on the Village Hall was very popular, with the majority of responses scoring the image as a 4.

Comments centred on its natural, rustic feel, which were seen as positive attributes.

- COMMENTS**
- Traditional
 - Natural
 - Weather boarding
 - Barn-like/Mock
 - Fake old
 - Okay
 - Character
 - Rustic



3 5 7 3 1
 NUMBER OF RESPONSES

The sample of stock brickwork utilised on a residential dwelling received a positive to neutral response. Whilst some praised its neatness and uniformity, others saw these same elements as negative.

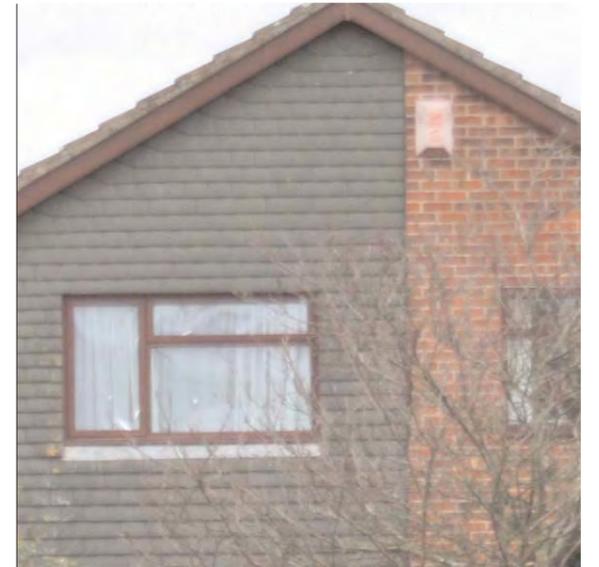
- COMMENTS**
- Standard
 - Uniform
 - Neat
 - Solid
 - Traditional
 - Okay
 - Ordinary
 - Pleasant
 - Lutyens character



2 8 6 2 1
 NUMBER OF RESPONSES

Though the majority of responses concerning this commercial unit on Station Road were positive, many of the comments were less supportive, and questioned the validity of adopting traditional design styles for relatively contemporary buildings.

- COMMENTS**
- Old
 - Mix
 - Mock-Tudor
 - False
 - Traditional
 - Not typical
 - Mix
 - Okay
 - Distinctive



0 1 4 9 5
 NUMBER OF RESPONSES

Brick houses with timber cladding are found throughout the village, and in particular on Knebworth's western side. However, comments regarding this dwelling type were overwhelmingly negative. Respondents saw this design as messy, uninspiring, and 'too modern'.

- COMMENTS**
- Unattractive
 - Okay
 - Plain
 - Unexciting
 - Too modern (1970s)
 - Awful tiles x2
 - Dreary
 - Messy
 - Family Home

WORKSHOP 2 - DOES IT WORK FOR US?

SHOP SIGNS



LIKE DISLIKE

1 7 6 3 2

NUMBER OF RESPONSES

The bold blue shopfront for a cafe in the village centre provoked a relatively neutral response, and some criticism about the strength of the colour scheme and the design of the lamps. There was some feeling that the shopfront was 'not in keeping' with the character of the wider area.

- COMMENTS**
- Flashy
 - Garish
 - Poor lighting
 - Messy
 - Lamps stick out
 - Colour not in keeping
 - New
 - Positive
 - Shiny
 - Colour - Wrong



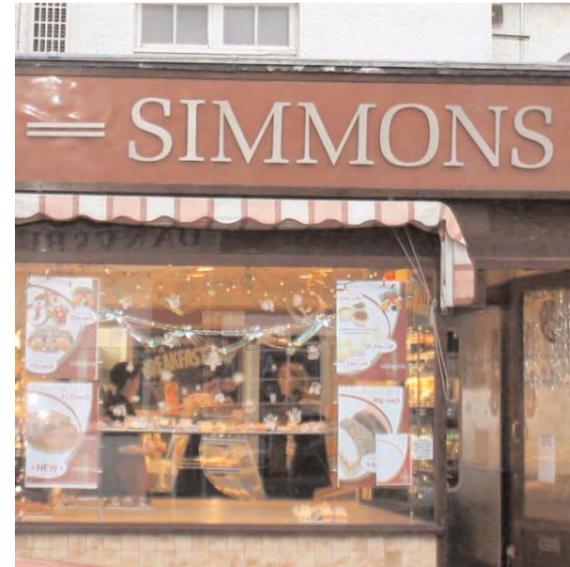
LIKE DISLIKE

0 0 3 8 8

NUMBER OF RESPONSES

This relatively simple shopfront provoked strongly negative reactions for its bold yellow sign. This was overwhelmingly seen as at odds with the character of the village, and the image it should be trying to project.

- COMMENTS**
- Tacky
 - Utilitarian
 - Not in keeping
 - Brash colour
 - Wealthy
 - Mess
 - Glam
 - Bright
 - Wrong proportion
 - Hideous



LIKE DISLIKE

1 14 4 0 0

NUMBER OF RESPONSES

A standard shopfront with a traditional awning and well-proportioned fascia sign proved to be the most popular amongst workshop participants. The shopfront was seen as 'in keeping' and sufficiently 'traditional'.

- COMMENTS**
- Okay
 - Clear
 - Classic
 - Good signage
 - Chain
 - Normal
 - In keeping
 - Fine
 - Uniform
 - Appropriate



LIKE DISLIKE

0 0 4 8 7

NUMBER OF RESPONSES

The negative attitudes towards this image containing two contrasting design styles suggests an appetite for increased levels on shopfront guidance within the village. Respondents preferred uniformity and would like to see individual shopfronts contribute to the character of the village as a whole.

- COMMENTS**
- Commercial
 - Messy
 - Mixed signage
 - Untidy
 - Cheap
 - Too much
 - Muddled
 - Functional
 - Cluttered

WORKSHOP 2 - DOES IT WORK FOR US?

FOOTPATHS



LIKE DISLIKE
 0 3 5 7 4
 NUMBER OF RESPONSES

Responses were either neutral or negative in this instance, though many found the green and 'natural' feel of the alleyway attractive.



LIKE DISLIKE
 0 2 5 8 3
 NUMBER OF RESPONSES

The narrow alleyway between houses was subject to negative perceptions, with the majority of respondents linking poor maintenance and inadequate lighting to potential safety issues. This example shows that the dimensions and management of a thoroughfare are important factors.



LIKE DISLIKE
 1 10 6 2 1
 NUMBER OF RESPONSES

The municipal recreation ground, with red entry gates in the foreground, provoked a variety of responses, with a five, a four, a one, and several threes and fours. It was positively described as very good and fun. Responses in the middle of the scale showed no particular emotional attachment to the site, with words such as utilitarian, functional, municipal. The most negative comment related to the colouring and material of the facilities and entrance gates.



LIKE DISLIKE
 0 2 4 11 1
 NUMBER OF RESPONSES

This path was subject to a similar level of negative feedback as the other examples, with the majority of responses again focussing on standards of maintenance and management. This example again highlights the close connections between management and safety that people make.

- COMMENTS**
- Not used
 - Natural
 - Narrow, unlit, unsurfaced
 - Rural, intriguing
 - Needs upkeep
 - Muddy
 - Mucky when wet
 - Green
 - Overgrown
 - Insecure

- COMMENTS**
- Poorly maintained
 - Functional
 - Narrow
 - Unsafe
 - Could be a threat
 - Dark
 - Adequate
 - Insecure

- COMMENTS**
- Used
 - Clear
 - Safest
 - Secured and surfaced
 - Safer
 - Acceptable
 - Good
 - Open
 - Paint needed
 - Tidy

- COMMENTS**
- Hidden
 - Natural
 - Messy
 - Narrow and unlit
 - Safer
 - Needs upkeep
 - Overgrown
 - Unkempt
 - Insecure
 - Untidy

WORKSHOP 2 - DOES IT WORK FOR US?

BOUNDARIES



NUMBER OF RESPONSES

Attitudes towards this relatively formal gate were generally positive, with respondents appreciating the sense of security and individuality that it conveyed.



NUMBER OF RESPONSES

This well-maintained front garden garnered a mostly neutral response, and was described as 'average', and 'alright'. This should be seen as a good sign, as this form of boundary treatment is common throughout large areas of the village.



NUMBER OF RESPONSES

A blank timber panel fence was seen as 'tidy' and 'practical', but perhaps overly defensive. This suggests that some attention should be paid to the aesthetic value of boundary treatments, reflecting their prominence in the public realm.



NUMBER OF RESPONSES

The entrances to these local authority dwellings off were very unpopular amongst respondents, again highlighting the importance of aesthetic quality to boundary treatments.

- COMMENTS**
- Character
 - Secure
 - Poor gate
 - Well kept
 - Yuck!
 - Safe but cuts off world
 - Confused
 - Fussy
 - Dated

- COMMENTS**
- Open
 - Merged
 - '60's design
 - Average
 - Pleasant
 - Okay
 - Alright
 - Green
 - Non-existent
 - Utilitarian

- COMMENTS**
- Anonymous/urban
 - Tidy/practical
 - Keep out
 - Unstained
 - New
 - Normal
 - Bit overpowering
 - Reasonable
 - Awful
 - Good

- COMMENTS**
- Nothing
 - Undefined
 - Practical
 - Grim
 - Utilitarian
 - Badly designed
 - No sense of enclosure
 - Messy
 - Ugly/functional
 - Minimal

WORKSHOP 2 - DOES IT WORK FOR US?

CONCLUSIONS

BUILDING MATERIALS

Traditional materials and local styles were the most popular with workshop participants and were preferred to more modern styles and materials. High standards and good quality were also considered important elements in the choice of building materials.

SHOP SIGNS

The most popular shopfronts were relatively traditional and subtle, and were seen as sympathetic with the character of the wider village. Concerns centred around shopfronts that did not respond to their surroundings, and which utilised poor quality or inappropriate colour schemes.

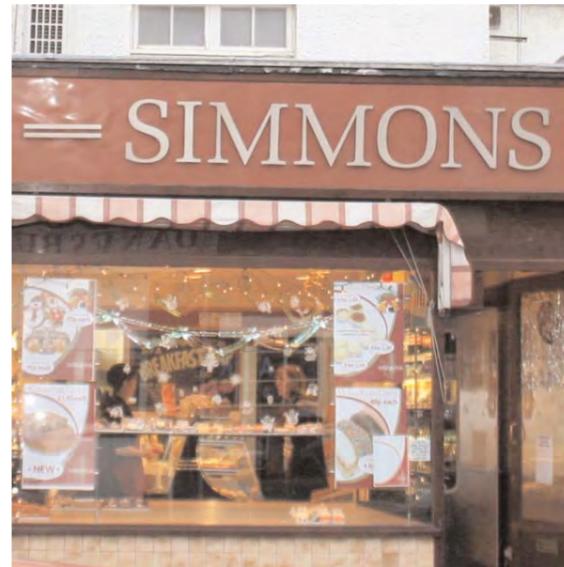
FOOTPATHS

Footpaths in the village were criticised most frequently for poor maintenance which generated the sense that certain alleys were more dangerous than others. The most important factors were lighting schemes, the dimensions of the footpath, and overall visual presentation.

BOUNDARIES

Effective boundaries were seen as those which combined adequate security with aesthetic quality. Great emphasis was placed on neatness and management, with solely utilitarian designs subject to some criticism.

MOST POPULAR IMAGES



WORKSHOP 3 - WHERE ARE WE GOING?

Routes and connections

Participants again divided into small groups to discuss the routes that they use within the town and the barriers that they encounter on their journeys. Each group was provided with a large scale plan of Hitchin and different coloured pens. Each participant took a turn to annotate the plan with the routes that they regularly take on foot, by car or by bicycle. Participants then marked the plans with areas where they encountered barriers or edges to their journey. Barriers to movement were identified as not only physical constraints but also psychological barriers that discourage people from visiting place or taking particular routes. These barriers could include graffiti that makes an area feel unsafe or traffic congestion on some roads during peak periods.

Next, participants used the pens to highlight the routes and connections that they would like to make within the town on foot, by car and by bicycle. Finally, they marked favourite views and places to visit.

Routes and connections



NORTH HERTFORDSHIRE URBAN DESIGN ASSESSMENT KNEBWORTH

Where do you live/visit?

Destination 

Where are your routes?

Walking 

Cycling 

Driving 

What are the barriers/edges you encounter?

Barrier 

What other routes/connections would you like to make/take?

Walking 

Cycling 

Driving 

Where is your favourite place?

Favourite place 

Where is your favourite view point?

Favourite view point 

WORKSHOP 3 - WHERE ARE WE GOING?

Routes

The primary route as utilised by all forms of transport was identified as the north-south axis along Stevenage Road and London Road, providing connections to Stevenage and London. Another popular route was along Gun Lane and Gypsy Lane, as this is the route to Welwyn Garden City. Popular pedestrian routes included Station Road, Pondcroft Road and Milestone Road, and along Stockens Green. These are connecting routes within residential neighbourhoods, and provide access to the village centre and connect the village either side of the railway. Responses suggested that cycling is a less popular mode of transport, and all the participant groups selected the route to the recreation ground across Stevenage Road.

Barriers

The railway was the most prominent barrier identified during the workshop, as it bisects the village, and can generate congestion at crossing points. A more fluid, though similarly physical barrier is the heavy through traffic and levels of on street parking that are found in the village centre, and in particular around Park Lane, Stevenage Road, and Pondcroft Road.

Favourite views and places

Many of the views identified by workshop participants were towards the village from beyond its boundaries, such as from Stevenage or Datchworth Church. The most popular 'internal' views were at Stockens Green, which provides perhaps the best example of the Garden Village concept, at Gypsy Lane towards the open land surrounding the village, and from the Lutyens-designed golf course towards the village.



Group I



Residents' houses and destinations

Several homes and destinations were marked along London Road, as well as some on the outskirts of Knebworth.

Routes

Driving routes were marked running north/south along Deard's Lane, Gipsy Lane and Stevenage Road/London Road. Park Lane and Station Road, heading west and east, were marked, as well as Gun Lane and Pondcroft Road. Pedestrian routes followed Swangleys Lane, Old Lane, London Road stockens dell and the recreation ground. No cycle routes were noted.

Barriers

The railway was marked as a barrier, along with station road and the underpass, with particular reference to cyclists and pedestrians. Traffic was considered a barrier at the northern end of London Road, where school children have to cross and parked cars obscure them from drivers. Commuter cars parked up Park Lane were noted as a barrier to traffic flow there.

Desired connections

Two connections were marked under the railway, one running from station road connecting up with Gun Lane to the south, the other running from Kerr Close to the station car park.

Favourite places

No favourite places were noted within Knebworth itself; instead, residents referred to shops outside Knebworth, at Stevenage, for example, or to Knebworth common and Old Knebworth.

Favourite view points

Favourite views were marked looking into Knebworth from Gipsy Lane, and Swangleys Lane. The view out of Knebworth just south of Station Road was noted, as was the view of the church from Milestone Road.

Group 2



Residents' houses and destinations

Group 2's houses and destinations included a few locations in the western half of Knebworth, two on Oakfields Road, and an arrow towards Rabley Heath.

Routes

Driving routes covered north, south, east and west entry/exit points to Knebworth; London Road, Station Road, Park Lane and Stevenage Road. Group 2 marked several pedestrian routes, covering residential streets to the north-east and south-west of the station, along with Gipsy Lane, Deard's End Lane and Stevenage Road. One cycle route was marked from Hornbeam Spring via Station Road to the recreation ground.

Barriers

The group marked a number of different barriers. The north end of Pondcroft road was marked as a dangerous junction, and narrow railway crossing points at Station Road and Stockens Green as constrictive to traffic. Parking on Milestone Road and Gun Lane was indicated to be a danger by drivers, obscuring their view along the road, and traffic a danger to pedestrians along the high street, especially outside Chas Lowe School, and at the Station Road/Stevenage Road crossroads. The recreation ground was marked, due to anti-social behaviour after dark, and the footpath between kerr Close and New Close was perceived to be a security risk. The path along the railway parallel to Gun Road Gardens was marked as being dirty and poorly kept up, and the parking areas at the south end of Wadhall Way as badly designed for drivers, and the pedestrian crossing at the top of Gipsy Lane was considered a barrier to traffic flow. The countryside was noted to be a barrier between Knebworth and Stevenage.

Desired connections

Cycle routes were desired along Saint Martin's Road and Old Lane, Station Road, and Gun Lane.

Favourite places

Favourite places were located in the park and recreation ground, the school, the station (for links to London) and Knebworth House.

Favourite view points

Views into Knebworth were marked from Gipsy Lane and north of Station Road, and the view of Knebworth Primary School.

Group 3



Residents' houses and destinations
 Residents' from group 3 lived in the western half of the Knebworth.

Routes
 Group 3 marked the east/west route along Park Lane and Station Road, north/south routes along Stevenage Road/London Road and Deard's End Lane/Gipsy Lane, as well as a route through the south-west of the settlement via Lytton Fields. Pedestrian and cycle routes followed the driving routes east/west, plus a route from Station Road to the recreation ground via Kerr and New Close. Pedestrians travelled along Park Lane, Station Road and Stevenage Road, north along Peters Way and the recreation ground, and to the south-west in a loop around Lytton Fields, Stockens Dell and Gipsy Lane.

Barriers
 Parked cars were marked as a barrier to traffic at the north of London Road and on Park Lane. The volume and speed of traffic was marked as an issue at the Peters Way/Stevenage Road junction, and lack of cycle routes on traffic dominated routes was observed to be a barrier across the settlement. The underpass by the station was considered to be too narrow and a barrier to pedestrians in particular.

Desired connections
 The one desired route was a residential road coming off Station Road.

Favourite places
 The recreation ground was marked as a favourite place by three members of the group, and the town hall by one.

Favourite view points
 Favourite views included that of the church from the west, and looking out of Knebworth from Park Lane and into Knebworth from the south-east.

Group 4



Residents' houses and destinations
One house was marked on Oakfields Road.

Routes
Driving routes were identified running south along London Road and Gun Lane, north along Stevenage Road and Deard's End Lane, west along Park Lane and east along Station Road. Pedestrian routes were noted around the centre and north-east of the settlement - Milestone Road, Station Road, the east end of Park Lane and the recreation ground.

Barriers
Group 4 identified the railway as a barrier, as well as a lack of station parking, suggesting parking restrictions on Park Lane.

Desired connections
An additional subway under the railway from Kerr Close was suggested by this group.

Favourite places
Favourite places were noted west of Gipsy Lane, either side of station road at the eastern fringe of Knebworth, at the north-eastern corner of the recreation ground, and at a resident's house on Oakfields Road.

Favourite view points
The view north along Gipsy Lane was noted, as was the view into Knebworth along Swangleys Lane, and views north and east from a resident's house on Oakfields Road.

Group 5



Residents' houses and destinations
 None of the members of group 5 were residents of Knebworth.

Routes
 The group noted driving routes along Deard's End Lane, Park Lane, Gipsy Lane and Stockens Green heading south down London Road.

Barriers
 The railway was considered a barrier, with both crossings noted. Parking congestion along Park lane, Station Road, London Road and Pondcroft Road was marked as a problem, especially at junctions. A lack of cycle provision at the station was noted and permit parking suggested as a solution to commuter parking congestion.

Desired connections
 Group 5 suggested a pedestrian underpass north the of station from Kerr Close, and improved pedestrian access under the existing underpass.

Favourite places
 Favourite places were noted on the recreation ground, stockens Green and Oakfields Road.

Favourite view points
 Group 5 marked favourite views both east and west along Stockens Green, eastwards along Park Lane, north along Deard's End Lane and south from the south-west corner of Knebworth.