

KNEBWORTH NEIGHBOURHOOD PLAN

POLICIES

DEVELOPMENT STRATEGY

Policy KBDS01: Retention of separation

Any proposed development to the north of Knebworth that would reduce the width of the green belt between Knebworth and Stevenage or to the south that would reduce the width of the green belt between Knebworth and Woolmer Green will not be supported.

Policy KBDS02: Housing density

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

LOCAL ECONOMY

Policy KBLE1: New businesses

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

Policy KBLE2: Rural businesses

Proposals for the conversion, expansion or change of use of rural buildings for business and tourism uses are likely to be supported where the development remains within planning control and the work is well designed and proportionate to existing buildings.

Policy KBLE3: Village Centre Existing businesses

The village centre supports a diverse range of retail and service uses which should be retained, where ever possible.

Premises with ground floor access are to be retained for Class A ('retail') businesses, with other classes utilising upper floors. The loss of retail frontage in the 'High Street' (London Road), in Station Road and at the southern end of Stevenage Road, where planning permission is required, is likely to be opposed. The loss of either of the two existing Public Houses in the parish will be resisted.

Policy KBLE4: Community businesses

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

Policy KBLE5: Home working

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

Policy KBLE6: Telecommunications

Developers will be required to provide telecommunications and 'superfast broadband' to all properties within their developments to encourage and facilitate home-working.

BUILT ENVIRONMENT

Policy KBBE1: Housing mix

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

Policy KBBE2: Sustainable buildings

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

Energy usage should be designed to be at or near Zero carbon, at least Level 5 of the Code for Sustainable Homes and preferably Level 6. New developments should aspire to include domestic scale energy generation for new homes or commercial premises.

Systems for rainwater harvesting and greywater recycling should be integral to new building design where ever possible.

Policy KBBE3: Accessibility and adaptability

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

Policy KBBE4: Design

New developments including new build properties, extensions, or conversions requiring planning consent, should be sympathetic in design to surrounding buildings. The AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 sets out the design standards that will be expected. This will include consideration of:

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

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

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

Policy KBBE5: Placemaking

New developments should create the physical conditions that residents and users find attractive and safe to encourage social interaction, and layouts that are easily understood. The AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019 sets out the guidelines that will should be followed for new developments.

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

Design features such as vehicle barriers, gated housing developments or narrow footpaths between high sided walls or fences should be avoided

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

Policy KBBE6: Site KB1 Land at Deard's End

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

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

All of the following criteria should be adhered to in planning the detailed site design (*subject to final agreement on the report by Locality*):

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

Policy KBBE7: Site KB2 Land off Gipsy Lane

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

All of the following criteria should be adhered to in planning the detailed site design (*subject to final agreement on the report by Locality*):

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

Policy KBBE8: Site KB4 Land east of Knebworth

Land allocated in the North Herts Local Plan, identified as KB1 should be developed in accordance with the Masterplanning exercise detailed in the AECOM report Knebworth Neighbourhood Masterplanning and Design Guidelines 2019. Approximate areas allotted to residential use, open space, the proposed secondary school (see also Policy KB4)), a community centre and the main road network are specified in the report.

All of the following criteria should be adhered to in planning the detailed site design (*subject to final agreement on the report by Locality*):

- a. 200 new houses at 28 dph average density;
- b. 3 site accesses on Watton Road, Old Lane, and Swangley's Lane (see also appendix to the AECOM report);
- c. 5.9 ha site reserved for new secondary school with option to link site with recreation ground;
- d. new community centre, including early years facilities;
- e. green buffer at interface with open fields;
- f. new footways along Watton Road, Old Lane, and Swangley's Lane for pedestrian connectivity and safety; and
- g. traffic studies recommended to improve pedestrian safety on Swangley's Lane between London Road and Old Lane.

Policy KBBE9: Non-designated heritage assets

Non-designated heritage assets which are not already statutorily protected through listing or scheduling are listed below:

- Old Grain Silo, Swangleys Lane

- Knebworth Village Hall
- Trinity Church Hall
- Station Public House, Station Approach
- Knebworth School

Development proposals that affect these and other non-designated heritage assets will be permitted provided that they preserve or enhance the significance of the asset and its setting.

WELLBEING

Policy KBW1: Community Facilities

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

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

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

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

Policy KBW2 - Local Green Spaces

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

- Knebworth Recreation Ground, off Watton Road
- Cherry Close Green
- Green, Stockens Green
- Green, St Martin's Green
- Allotments, Watton Road

Policy KBW3 - Recreational Green Spaces

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

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

- Lytton Fields play space
- King George V play space

- Cherry Close play space
- Amenity land, Meadway
- Amenity land, Haygarth

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

Policy KBW4: Assets of Community Value

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

- The Royal British Legion Hall and Social Club
- The Scout Hut and Land
- The Library
- The Lytton Arms public house (already listed)
- The Station public house (already listed)

All assets of community value shown on the policies map will be retained unless they are:

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

Policy KBW5: Allotments

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

SCHOOLS

Policy KBS1: Primary School

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

Policy KBS2: KB2 School Site

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

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

Policy KBS3: Pre-school

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

Policy KBS4: KB4 School Site

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

ENVIRONMENT AND FLOODING

Policy KBEF1: Biodiversity

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

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

- a. wherever possible, retain existing trees, hedgerows and green road borders to minimize disruption to wildlife, and
- b. preserve existing and propose new wildlife corridors and habitats, in accordance with HERC recommendations

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

Policy KBEF2: Environmental Pollution

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

- a. provide a study of the levels of noise, air particulates and NOx levels alongside any existing major roads or railway;
- b. ensure that the boundary of school buildings or children's play areas are drawn outside any areas that exceed minimum requirements for Particulates, NOx, or noise emanating from the A1(M) or any other source ;
- c. ensure that lighting from existing roadways and all new lighting does not impact the quality of life of new and existing residents or impact wildlife habitats and wildlife corridors.

Policy KBEF3: Energy conservation

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

Policy KBEF4: Flooding and Drainage

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

Policy KBEF5: Views and Vistas

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

View 1: St Martins Church, viewed from London Road.

View 2: London Road looking north from the southern Parish boundary

View 2: Picton houses on east side of Stevenage Road

View 3: Swangleys Lane looking west from Old Lane

View 4: All of Old Lane

View 5: Watton Road looking west from the Bell Close junction

View 6: Park Lane, looking east and travelling east from A1(M) to the railway station.

These should be protected from the negative impact of any new development.

Development proposals must include an assessment of the impact of that development on the key views and vistas. Proposals where a harmful impact is identified will only be permitted where appropriate mitigation measures can be delivered.

TRAFFIC, TRANSPORT AND PARKING

Policy KBT1: Sustainable modes of travel

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

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

The reduction of dependence on private, particularly fossil-fuelled cars is supported.

Development proposals which give people the choice of travelling by means other than private car; proposals which encourage the use of sustainable transport and proposals that provide or facilitate the provision of electric car charging points within new developments, rail station and village car parks, are more likely to be supported.

Policy KBT2: Traffic impact

All proposals for development in the village or surrounding rural area must provide a traffic impact assessment that addresses the impact on the whole village and main village routes. Developments are more likely to be supported if they would not significantly add to traffic congestion in the village, or to motor vehicle flows on rural lanes, and provide good pedestrian, cycle and bus connections into Knebworth and the wider area and improve the existing pedestrian and cycling infrastructure. Developments to the west of the railway that

improve pedestrian and cycling facilities to the other side of the railway, to link up with the village centre, are more likely to be supported.

Policy KBT3: On-street parking

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

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

Policy KBT4: 'High Street' (London Road) Traffic issues

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

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

Policy KBT5: Bus Routes

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

IMPLEMENTATION

Policy KBI1: Spending Priorities

Spending priorities will be delivered through S106 agreements, New Homes Bonus, the Community Infrastructure Levy (if set by North Herts Council) or other funding streams, in accordance with the priorities set out in this plan.