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Michael Neocleous BSc(Hons), Dip Arch(Hons) RIBA

Transport Statement – 46 Kneesworth Street, Royston

1. Introduction

This Transport Statement has been prepared in support of a planning application for the change of use of the existing building from office to 8 residential flats at 46 Kneesworth Street, Royston, Hertfordshire, SG8 5AQ.

The statement assesses the transport, access and parking implications of the proposal in accordance with the National Planning Policy Framework (NPPF) and relevant policies of the North Hertfordshire Local Plan. It should be read alongside the submitted Design and Access Statement.

2. Site Location and Accessibility

The site is located within a highly accessible and sustainable part of Royston, within walking distance of:

Royston town centre and local shops;

Royston Railway Station, providing regular services to Cambridge and London;

Bus routes along Kneesworth Street and surrounding roads;

Schools, healthcare facilities and employment opportunities.

The site benefits from good pedestrian connectivity and existing footways along Kneesworth Street and Green Drift.

3. Existing Access Arrangements

Vehicular access to the site is currently taken from Green Drift, serving the former office use. This access arrangement will be retained as part of the proposal.

The existing access is considered acceptable in principle, subject to detailed visibility splays being confirmed at application stage, in line with Hertfordshire County Council Highways Authority requirements.

4. Proposed Development and Trip Generation

The proposal involves the conversion of an existing office building to residential use. Residential use typically generates fewer and more evenly distributed vehicle movements than office use, particularly during peak weekday hours.



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As such, the proposal is not expected to result in any material increase in traffic movements on the local highway network.

5. Parking Provision

In accordance with pre-application advice, the proposal provides:

9 car parking spaces in total, comprising one space per dwelling and one visitor space.

While this represents a reduction against standard Local Plan parking requirements, it is considered acceptable due to:

The site's sustainable town centre location;

Proximity to public transport, including the railway station;

The modest scale of the development;

The provision of secure cycle parking.

The parking layout has been designed to minimise visual impact and to integrate with landscaping, as set out in the Design and Access Statement.

6. Cycle Parking

Secure and covered cycle storage will be provided at a ratio of one space per dwelling, in accordance with Local Plan Policy T2. This provision supports active and sustainable travel choices for future residents.

7. Servicing, Refuse and Emergency Access

Refuse collection arrangements will be designed to accord with North Hertfordshire District Council requirements, with bin storage areas located to minimise visual impact and disturbance to residents.

Emergency and service vehicles will continue to be able to access the site via Green Drift without detriment to highway safety.



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8. Highway Safety

The proposal is not expected to give rise to highway safety issues. The reuse of the existing access, combined with the reduced intensity of use compared to the former office, ensures that the local highway network can safely accommodate the development.

9. Conclusion

This Transport Statement demonstrates that:

The site is located in a highly sustainable and accessible location;

The proposed development will not result in unacceptable transport or highway impacts;

The proposed parking provision is appropriate and justified;

The scheme accords with the NPPF and North Hertfordshire Local Plan transport policies.

The development is therefore considered acceptable in transport and highways terms.