

Transport Statement: 24 Palmers Road, Emsworth

1. Executive Summary

This statement supports the Change of Use (CoU) for 24 Palmers Road from its previous Sui Generis (Motor Trade) use to a Storage (B8) and Joinery Workshop (B2) facility. The proposal represents a significant reduction in trip intensity compared to the established lawful use and resolves previous Highway Authority concerns regarding public showroom access and parking.

2. Operational Nature of the Site

- Primary Use: The site will function as a "holding storage" facility for a construction firm specialising in large-scale internal fit-outs for sectors such as health and education.
- Secondary Use: A small-scale joinery workshop is proposed within the main building, with all ancillary operations (including extraction) contained internally.
- Non-Public Use: The proposal contains no showroom component, ensuring that all vehicle movements are predictable and managed solely by staff.

3. Trip Generation and Traffic Impact

The Highway Authority previously noted that a change of use at this location is not anticipated to significantly increase vehicle trips. The current proposal further limits intensity:

- Heavy Goods Vehicles (HGV): Deliveries are limited to approximately one per week.
- Operational Movements: A maximum of 6 light vehicle movements per day is anticipated for operatives and staff.
- Delivery Windows: Large vehicle movements are restricted to 08:00–17:00 Monday to Friday and 09:00–13:00 on Saturdays to minimize impact on the local network.

4. Access and Maneuvering

The Highway Authority requires that vehicles enter and exit in a forward gear.

- Maximum Vehicle Size: The largest vehicle anticipated is a 10m Rigid Axial Commercial Lorry.
- Tracking Parameters: All swept path analysis has been undertaken at a constant speed of 10kph.
- Swept Path Analysis: Drawing 3.010 demonstrates that the 10m rigid axle vehicle can enter, turn within the site, and exit in a forward gear. This maneuver can be undertaken while the proposed staff parking spaces are in use and does not rely on the temporary clearance of the yard.

- Fire appliance: Drawing 3.011 demonstrates that a fire appliance can enter, turn within the site, and exit in a forward gear.
- Delivery Management: Notwithstanding the above, all larger deliveries will be pre-booked and managed by site staff to ensure safe and efficient operation of the site at all times.
- Demolition: To facilitate these maneuvers, outbuildings will be demolished, and the replacement buildings are set back to allow for safe manoeuvring within the site for both commercial and staff vehicles.

5. Parking and Sustainable Travel

The Authority previously raised concerns regarding parking overspill and tandem layouts for public use.

- Staff Parking: 6 dedicated parking spaces are provided, exceeding the peak daily requirement of 3 vehicles associated with the nature of the operations. As the site is closed to the public, these are for staff only.
- Cycle Provision: To comply with the National Planning Policy Framework (NPPF) and LTP4, 2 No. Sheffield cycle hoops will be provided on-site to encourage sustainable travel.
- Standard Compliance: All parking dimensions and cycle storage locations are designed to align with the Havant Borough Council Parking SPD.

6. Conclusion

The proposed use is a low-intensity, staff-only operation. Limited 10m rigid lorries will service the site and verified tracking at appropriate speeds, the development ensures safe and suitable access. The site is brought back into productive economic use without harming the public interest or highway safety.