

Deputation Submitted on Behalf of the Applicants

Until last week, the site was occupied by Pfizer and was used as a cold chain packaging, storage and distribution facility. Prior to this, operations were associated with manufacturing of pharmaceutical products since the 1950s. The New Lane Industrial Estate is recognised as an important employment area and is safeguarded for this purpose.

Our proposals seek to redevelop the now vacant site to create a new parcel distribution centre which will deliver small parcels for onward distribution to customers in the local area.

The development has been designed to meet BREEAM 'Excellent' sustainability rating which is above existing policy requirements. The proposals include 20% active EV charging points from day one with passive infrastructure installed elsewhere to future proof the site for electric vehicles. Other measures include solar panels on the warehouse roof, ecological enhancements with tree and soft landscaping along New Lane frontage and its boundaries. The inclusion of acoustic fencing and other measures have ensured that the proposals do not give rise to amenity or air quality issues, as confirmed by Environmental Health.

The warehouse and van storage deck are positioned more centrally on the site, further away from residents to the east. The new buildings are substantially lower in height than the current high-bay warehouse and offices.

The proposals have been designed with an intended international occupier in mind. This represents an important opportunity for continued employment uses at the site by Autumn next year.

The occupier estimates that over 70 permanent on site warehouse jobs, rising up to 200 in the busiest periods will be created. There will also be flexible work and hundreds of driver opportunities. The Employment and Skills Plan will seek to maximise training and employment opportunities during the construction phases of the development for local people. This will involve local education and training establishments, with targeted media campaigns to deprived areas in the Borough.

The facilities have been designed to house the operators own vehicle fleet. This creates employment opportunities for drivers who don't have access to their own vehicles; means drivers have the ability to walk, cycle or take public transport to work and doesn't contribute to parking challenges in the local area.

The future traffic generation of the site has been the subject of extensive discussion. Through using bespoke data from the potential occupier, a more robust assessment has been undertaken than would have been using more generic data from other parcel distributors.

The data includes all staff, van deliveries and servicing by HGVs. It will operate under similar conditions to the previous distribution facility, although the dominant vehicle use will be vans as opposed to HGVs.

Hampshire County Council as the local highway authority have independently validated the traffic generation and all of the assessment work undertaken. They do not object to the proposed scheme.

The only vehicles using New Lane will be workers who live in Havant travelling to/from work and vans making deliveries to residents who live in these southern areas. 2,415 movements are expected on average daily. 2,505 daily trips were generated at the Previous Maximum Usage of the site. In more recent years this reduced to 1,950 movements. This represents an increase of 466 daily trips, albeit there will be less vehicles on the network at peak times given operational timings.

All HGVs will use Crossland Drive to travel to/from the site and only use the southern entrance into the site. This is the most direct route to the strategic road network and is sign posted.

The timings for van drivers to arrive at the site is known in advance. The logistics operation is highly sophisticated, with handheld devices being used to provide the agreed delivery routes and anticipated timings.

The site is in an accessible location and a series of improvement measures have been identified to improve the accessibility of the site:

- Improvements for pedestrians, including new crossings on New Lane/Crossland Drive
- Financial contributions of over £70,000 towards improving safety, especially for cyclists, at the New Lane/Crossland Drive junction and improving local bus stops

These improvements will have benefits for residents, including school children walking to school.

A series of operational management plans will be required once the occupier is confirmed.

As a result, we hope the Council can support the scheme in line with the officer's report.