

Deputation to HBC Planning Committee on 9th September 2021
re. Planning Application 21/00200
Demolition of former Pfizer buildings at 32 New Lane, Havant
and building a Warehouse Distribution Centre

As resident who lives close to the site, across the railway line in Nutwick Road, I object strongly to this application.

Disturbance at night

Application documents state that 39 HGVs will be entering the site daily and the majority will be at night. There will be 4 per hour between 10 pm and 6 am, 7 days per week. So overnight we will hear all the noise of them reversing with loud alarms and manoeuvring to unload (and probably shouting to go with it). The loading bays are on the east side of the warehouse, **closest to us**. An acoustic fence is planned, but is not expected to be very effective at cutting noise. Bright lighting will also cause disturbance. There are about 17 houses in Nutwick Road which back onto the site (on the other side of the railway line) who will be most affected by this. Other houses which are near but further back will also experience some of the effects.

Having lived here for over 4 years, I can say that it is rare to hear any noise from the Pfizer site, even when it was in full operation. We are used to trains going by but the time in between is quiet and the trains stop completely for several hours during the night. Night-time HGV noise will have a big impact on us. In addition they will also increase the night-time disturbance of people who live along the approach routes to New Lane from the A27 and A3M, who at present enjoy a lull in traffic during the night.

Traffic Congestion and Air Pollution

Although the Havant Traffic Team and Hampshire County Council think that the effect of 2,415 extra vehicle trips per day will have an insignificant effect on congestion in and around Havant Town, I concur with the view of Havant Civic Society that this is an underestimate. Also, what is calculated to be technically insignificant may well prove very significant to those experiencing the increased congestion in the town.

A warehouse distribution centre would be much better sited on the outskirts of town, further away from residential areas, with shorter access routes to the A27 and the A3M, e.g. Dunsbury Park or Southmoor Lane. This is supported by Havant's Local Plan and Regeneration Strategy.

It is surprising that the prospective operator does not themselves see the advantage this, which would allow them shorter journey times, rather than have their vehicles stuck in congestion travelling to and from New Lane.

Employment

More employment is needed in Havant which has relatively high levels of social deprivation. But this is not the answer.

Proposals for an Employment and Skills Framework Plan sound positive, but what will be the reality?

The operator of the distribution centre will be relocating to Havant from elsewhere. There will be 70 full-time staff and one would expect many of these to relocate from their previous base, leaving few of these jobs for local people.

At peak times they also want to employ up to 200 agency staff. This kind of employment is associated with low wages and job insecurity. It generates in-work poverty and will not reduce social deprivation.

32 New Lane should be used for an industry which can offer quality employment for local people, and not one that causes so much harm to Havant Town and to those who live nearby.

Patricia Brooks 05.09.2021.