

Statement on 32 New Lane Planning Application

HBC Planning Application - APP/21/00200

The proposal to build a ['last mile delivery'](#) hub on the former Pfizer site in New Lane, Havant will generate around 2,500 new truck movements and 3,000 commuter car and motorcycle journeys each day past residential properties and schools. Almost all of that traffic will be heading out to the A27 and A3(M), delivering packages to addresses in Hampshire, Sussex and Surrey while adding further volume to the town's traffic problems, two thirds of it at peak times.

Havant needs quality jobs, but [this planning application](#) brings none. It is for consolidation of the unnamed company's existing warehousing and distribution operations. Any new jobs created in the future will be those unfortunately associated with the 24/7 'delivery promise' sweatshop warehousing and 'driving against the clock' jobs typical of the 'last mile' business proposition. Rather than bring sustainable jobs, it would waste the precious land resources that the town desperately needs for the decent employment that our children deserve.

Sixty years ago, New Lane led Havant's growth with the likes of Kenwood, Goodmans, Colt, Scalextrix and Britax. The quality and reliability of the West Leigh workforce with their famous 'We're backing Britain' campaign encouraged IBM, Plessey, BAe and Siemens to invest in the Borough.

The world has changed and Havant Borough Council's Regeneration strategy **must** aim higher. The New Lane employment area, now surrounded by housing after sixty years of residential growth, is ideally placed for new science and technology based development, building on the [recent opening of Sartorius](#). The announcement of [the Solent Freeport](#) also opens a new wave of opportunity for businesses relocating to New Lane. The right company profile will bring the business opportunities that lift educational standards across the Borough, just as the high tech businesses which followed New Lane's first wave in the sixties did.

A 'last mile delivery' hub would be nothing more than a high volume traffic generator that makes its revenue by driving other companies' profits through the town's constrained streets, leaving nothing of value to the Borough in its exhaust.

HCS – April 2, 2021

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[Havant Civic Society](#)