

Objection to Planning Application APP/26/00188 (Detailed Submission)

Site: 32 New Lane, Havant, PO9 2NG (Amazon 'DPO1')

Proposal: Site alterations comprising the installation of plant and associated works to facilitate additional Electric Vehicle charging infrastructure in the north yard, including three no. 1,500 kVA substations and associated EV charging bays.

1 Introduction and Summary of Objection

We write on behalf of residents of the Havant St Faith's and Leigh Park Central & West Leigh wards, particularly those living in New Lane, Crossland Drive, Nutwick Road, Old Copse Road, Leigh Road and Eastern Road, to formally object to the above application.

We do so in our capacity as Resident Representatives on the Amazon DPO1 Community Liaison Panel (CLP), which was established under Condition 30 of planning permission APP/21/01244.

The residents we represent have longstanding experience of, and familiarity with, operations at the 32 New Lane site. The three signatories to this objection alone collectively account for more than fifty years of residence in the immediate vicinity of the site, providing them with extensive first-hand knowledge of its operations and their impact on the local community.

When APP/21/00200 was submitted in February 2021, residents raised substantial and specific concerns: 309 objections were recorded, and the case proceeded despite the applicant's own trip generation figures being disputed in real time - Havant Civic Society's formal responses in 2021 showed the applicant's stated daily vehicle total (2,415) rested on data that changed between successive documents without explanation, while a detailed resident analysis of the same period calculated a daily site-gate movement total of 5,393 once staff and driver commuting was properly accounted for - more than double the figure the application was assessed against. Residents also identified at the time that the Borough's own Local Plan pointed to other, better-connected sites - Dunsbury Park and Brockhampton West - as the preferred locations for this kind of last-mile logistics use. Records compiled from Freedom of Information responses and Havant Borough Council's own planning-portal consultee record - most recently set out in a cumulative-impact submission to National Highways dated 26 July 2026, since logged against both the Campdown (APP/23/00488) and Southleigh (APP/26/00324) case files - confirm that National Highways had no engagement with that application at any stage. We set out at Section 7 below why we do not think that reflects any impropriety, and why we think the position nonetheless now needs revisiting in light of the cumulative evidence gathered since. We said publicly, in November 2023, that the site's contribution to Amazon's growth was 'contingent on clear and reliable access to the strategic road network', and that the operation was already 'throttled by the local road network, a constraint that will impede business growth and customer satisfaction'. Nothing in the evidence gathered since has caused us to revise that view - if anything, this letter shows it has been borne out.

That dispute over the figures can now be tested directly against the documentary record. The site's previous occupier, Pfizer (trading as Wyeth Biotech / Pfizer Global Manufacturing), submitted its own Transport Statement and Travel Plan in November 2010 in support of APP/10/00955, the last major redevelopment of the site before that company's gradual decline in operations and its eventual relocation. That document recorded actual, security-logged vehicle movements at all site access points over four days in November 2010, and derived from them a projected daily site traffic figure of **337** vehicle movements (HGV, van and car combined). In a published analysis of 12 May 2025 (*'Planning Consultants and the TRICS of their trade'*), Havant Civic Society found that the transport assessment underpinning DPO1's approval had instead estimated that the site's previous use already generated **2,505** daily movements - a figure around 750% higher than the actual previous figure recorded in the Pfizer travel plan, and which we are not aware was ever checked against the Council's own planning archive. The practical effect was to net DPO1's own assessed daily total of 2,415 movements, referred to above, against that inflated baseline, producing an apparent decrease of 90 daily vehicle movements rather than the true, documented increase - on the actual 337-movement baseline - of more than 2,000 vehicle movements per day: a greater than seven-fold rise in site traffic from the moment Amazon's operations began.

Amazon UK Services and Havant Borough Council Planning Services were advised by local residents during the planning process that locating the DPO1 operation at 32 New Lane, a geographically constrained site lacking direct access to the strategic road network, would likely restrict operational efficiency and place a significant and foreseeable burden on surrounding residential streets and town centre traffic. Residents also warned that, unless traffic impacts were effectively managed and monitored by the relevant authorities, including National Highways, the development could create cumulative transport pressures that would undermine the viability of future development proposals across the borough. In light of these concerns, it is incumbent upon both Amazon and Havant Borough Council to work collaboratively with local residents and other stakeholders to develop and implement a robust operational management plan. Such a plan should establish clear measures to monitor, manage and contain DPO1-generated traffic within the site and network constraints that were readily apparent when the development proposal was submitted by the applicant's agent for validation.

We explain in Section 4, below, why we believe the Amazon DPO1 Community Liaison Panel (CLP) has, in practice, proved an ineffective safeguard since Amazon's operations began at the site in March 2023, and in Section 7, why the panel's ordinary channels cannot be relied upon to give residents a voice on this particular application. The next scheduled CLP meeting falls well after the Council's decision on APP/26/00188 is expected, leaving this letter as the only practical means open to us of raising residents' concerns before that decision is made.

The scale of this proposal should not be understated. As set out in Section 8 below, the electricity supply capacity represented by the three new substations is, on a reasonable illustrative basis, comparable to the daily electricity consumption of a small town - and it arrives at a time when a

concurrent, high-profile application for up to 1,800 homes a few hundred metres away¹ is already facing objections concerning the capacity of the local electricity network. This application should be assessed with that context in mind, not treated as a modest or self-contained piece of plant. Section 5 also raises a related matter: a recent change to the substation specification itself, adding provision for a backup generator connection.

Separately, this application has also brought two further matters to our attention. This application seeks to add further, dedicated Electric Vehicle charging capacity to the DPO1 site at a point when:

- a review of data disclosed to the Community Liaison Panel, prompted by this application itself, has raised a new question - distinct from the established matters below, and one we have not previously raised or tried to escalate - over whether the Electric Vehicle charging provision already required under Condition 8 of planning permission APP/21/00200 (20% of all 866 van storage spaces, approximately 173 active Electric Vehicle Charging Points within the existing multi-storey van park ('MSVP')) is being used anywhere near its approved and mandated level;
- the Operational Management Plan ('OMP') which Condition 4 of the section 73 permission APP/21/01244 requires to be implemented "*as approved*", without "*significant deviation... without the express written consent of the Local Planning Authority*", has itself been shown, in detail and over an extended period, not to reflect how the site actually operates;

and

- a related formal complaint regarding Havant Borough Council's ('the Council's') enforcement of Conditions 4, 9 and 10 - the matters we have pursued directly with the Council since 2021 - is, at the time of writing, awaiting assessment by the Local Government and Social Care Ombudsman ('LGSCO').

It has also become clear, from comparing this application with recent, equivalent applications at other Amazon sites, that DPO1 already operates at meaningfully greater scale than those comparator developments - and that this application, like the comparable applications at Poole and Peterborough, covers only part of what residents might assume is being decided: the applicant treats the EV charging bays themselves as permitted development, with only the substations and plant formally before the Council. We set this out at Section 6, together with evidence that the same planning agent has handled Amazon's applications for these UK networked sites since 2020.

In these circumstances, we believe that determining APP/26/00188 now, in isolation, would add to rather than resolve the underlying planning control problem at this site. Our request is set out

¹ APP/26/00324 – Bloor Homes Southleigh

in full in Section 9, but in summary we ask that the Council either refuses the application or declines to determine it until the matters set out below have been resolved.

2 Relevant Planning History and Conditions

The site benefits from planning permission APP/21/00200 (granted 22 October 2021) for demolition and redevelopment comprising a distribution warehouse, ancillary offices, a vehicle storage deck, new access, landscaping and associated infrastructure. That permission was subsequently varied by APP/21/01244 (granted 9 February 2022), which amended Conditions 4, 9, 10 and 28 and introduced a new Condition 30 establishing the Community Liaison Panel.

The following conditions are directly relevant to this objection.

2.1 Condition 4 (as varied by APP/21/01244)

“The Full Operational Management Plan document produced by Vectos Ltd, dated January 2022 shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission. No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.”

2.2 Condition 8 (APP/21/00200, unamended by the section 73 application)

“Electric Vehicle charging provision for 20% of all car and van parking spaces provided on site. In addition the remaining 80% of van parking spaces shall be provided with passive infrastructure to allow for further charging points to be easily installed. The Photovoltaic panels and Electric Vehicle charging provision shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.”

To be clear, Condition 8 has not previously formed part of any complaint or escalation we have raised, unlike Conditions 4, 9 and 10 below. Until APP/26/00188 was published, we had no reason to think there might be a compliance question over this provision. We raise it here for the first time, as a discrete matter, and ask the case officer to determine the current position rather than treat it as an established breach - see Section 3.2.

2.3 Condition 9 (original wording, APP/21/00200)

“All delivery vans operating from the site shall be liveried and branded in a manner to allow for easy identification... Reason: To allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes...”

2.4 Condition 9 (as varied by APP/21/01244)

“The site shall operate in accordance with the agreed routing strategy detailed within the approved Operational Management Plan. This includes... monitoring of movements via CCTV with regular reporting via an independent third party to the Local Planning Authority in accordance with the parameters of the OMP.”

2.5 Condition 10 (original wording, APP/21/00200)

"...The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority."

2.6 Condition 10 (as varied by APP/21/01244)

"The occupier will comply with the monitoring and reporting measures specified in the Operational Management Plan, including the use of independent data monitoring company. Data will be used for monitoring the effectiveness of the Management Plans only."

2.7 Condition 30 (APP/21/01244)

"Prior to occupation, the operator will establish a Community Liaison Panel (CLP) with key stakeholders and interested parties. The Terms of Reference will be established at the first meeting, including escalation of concerns submitted by members. The operator will maintain a list of membership details A schedule of meetings to be offered to the panel. To provide residents and stakeholders an opportunity to feedback to the site operators on the effectiveness of the arrangements in place. Comments received will be used to make improvements to the site operations and address issues that arise as and where appropriate. Reason: To allow for community engagement and to seek to address issues raised by the community in the interests of amenity having due regard to policies CS16, CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework."

This objection is submitted while a related formal complaint, made by a signatory to this letter concerning the Council's failure to enforce Conditions 4, 9 and 10 at this site, has been accepted for assessment by the LGSCO, the outcome of which is still awaited. That complaint does not extend to Condition 8, which we raise separately at Section 3.2 below.

3 Evidence of Existing, Unremedied Deviation from the Approved OMP

We do not think the Council should determine this application without regard to the substantial and unrebutted body of evidence, submitted to the Council over more than four years, that the site's actual operation departs materially from the OMP that Condition 4 requires to govern it.

3.1 The approved operational model does not match how the site is run

The OMP approved in January 2022 describes a single-occupier operation in which vans are stored on-site overnight and collected once daily by drivers arriving by *"various means of transport"* (OMP paragraphs 2.3-2.6). In a detailed response to the sixth operational traffic monitoring report, submitted to the Council on 24 January 2025 by the CLP New Lane/Eastern Road representative, documented that this is not how the site operates in practice:

- van deliveries are carried out by sub-contracted third-party Amazon Delivery Service Partners ('DSPs'), using externally stored vans that arrive empty, load, and do not return to the site but are stored elsewhere until their next scheduled pick-up;

- a significant proportion of daily deliveries are made by Amazon 'Flex' gig-economy drivers using private cars, a pattern neither the OMP nor any preceding planning document describes;
- loads are collected after 12:00, contrary to OMP paragraph 2.6, and this has been confirmed by DPO1 site managers themselves at Community Liaison Panel meetings;
- the actual peak hours of site activity (reported by residents as approximately 09:00-13:00) do not correspond to the 'network peak' hours (08:00-09:00 and 17:00-18:00) used throughout the Transport Assessment, OMP Appendix A and every subsequent traffic monitoring report as the benchmark against which compliance is assessed.

No revision of the OMP to reflect this operational reality has been published or, as far as we are aware, agreed by the Council. No written consent to this deviation, as required by Condition 4, has been given.

3.2 A newly identified question over Condition 8 - not previously raised by us

Unlike the matters at 3.1 and 3.3 below, we have not previously raised, complained about, or tried to escalate any concern regarding Condition 8. Until APP/26/00188 was published, we had no basis to think there might be a question over this provision. Having since reviewed data disclosed to the Community Liaison Panel in connection with this application, we think the case officer should now formally determine the current position, rather than us putting forward our own assessment, before deciding whether the additional infrastructure proposed in APP/26/00188 is actually required. The data available to us is as follows:

- Condition 8 required approximately 173 spaces (20% of 866 total van storage spaces) to carry active EVCP infrastructure from the outset of occupation, with the remaining 693 spaces provided with passive infrastructure for future activation;
- as at 24 January 2025, almost two years after the commencement of operations, the 866-space multi-storey van park was reported as “*currently not used*” at all ('Observed Deviation 5', Response to the Sixth Operational Traffic Monitoring Report, 24 January 2025);
- by the Community Liaison Panel meeting of 13 July 2026, Amazon's Senior Site Lead confirmed only 56 electric 'DSP2.0' vehicles were stored overnight in the MSVP - unchanged from the figure reported in February 2026 - together with one or two non-electric vans, which the same Amazon attendee reflected was itself contrary to the structure's intended use;
- on the figures available to us, 56 vehicles would represent under a third of the approximately 173 active EVCP spaces Condition 8 required to be provided and retained from the outset, and around 6% of the full 866-space van storage capacity.

We do not suggest this necessarily amounts to a breach - the Council may be aware of grounds on which this level of provision is considered satisfactory that are not apparent to us. We ask, however, that the case officer state plainly, in determining APP/26/00188, whether Condition 8 is currently being complied with and on what basis, since that determination bears directly on whether the further EV charging capacity proposed in this application is actually needed.

3.3 The Council has not enforced, and no written consent to deviation has been recorded

We first raised the mismatch between the draft OMP and the (then undisclosed) occupier's known operating model on 15 December 2021, in response to the first draft OMP published to the planning portal on 23 November 2021, and again on 2 February 2022 in response to the revised OMP submitted with APP/21/01244. Non-compliance was formally reported to the Council's Case Officer on 6 February 2023, before site operations began, and escalated to the Council's Interim Chief Executive on 10 March 2023, and to the Chief Executive and Executive Head of Place on 15 April 2024, the latter confirming the matter had been passed to the Council's Enforcement Team. As far as we are aware, the OMP has never been revised, and no written consent to any deviation from it has been given by the Local Planning Authority, as Condition 4 expressly requires before any such deviation is permitted.

4 Erosion of the Monitoring, Verification and Community Engagement Safeguards Residents Have Relied Upon

The section 73 permission (APP/21/01244) weakened, rather than strengthened, the mechanisms by which the Council and the community could independently verify compliance with the operation described above. The community engagement safeguard introduced by the same permission, Condition 30, has fared no better in practice.

- Condition 10 originally required traffic count data to be *"fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority."* The varied condition removed this explicit link to an external public authority database and confined data use to *"monitoring the effectiveness of the Management Plans only"*.
- Condition 9 originally required all delivery vans to be *"liveried and branded in a manner to allow for easy identification"*. The varied condition removed this requirement entirely, replacing it with a routing-strategy and CCTV-monitoring condition that does not require vehicles associated with the site to be identifiable to residents or enforcement officers at all - a change of particular significance given the evident use of third-party DSP and Flex operators described in Section 3.1 above, whose vehicles may not carry Amazon livery.
- The independence of the monitoring arrangements the Council has relied on in place of these safeguards is itself in question. Ian Dix, the transport consultant who supplied the original trip generation and traffic distribution data underpinning both APP/21/00200 and APP/21/01244 while at Vectos Ltd, is now with SLR Consulting (which acquired Vectos in

April 2021) and was confirmed by Amazon at the Community Liaison Panel meeting of 20 January 2025 as the originator of the 'independent' monitoring reports. Advanced Transport Research, credited as the 'independent' data monitoring company under Condition 10, supplied the same original baseline data now used to benchmark the site's ongoing compliance.

- Six operational traffic-monitoring reports have now been lodged on the case file under Condition 10. Our detailed examination of the most recently published report (submitted on 24 January 2025) identifies unusable or internally inconsistent data, the absence of the summary specifically requested by the Council, and peak-hour benchmark figures that do not reflect the site's actual operating pattern. These findings align with concerns previously raised by Chris Hirst of Hampshire County Council Highways (dated 28 March 2024, filed 01 April 2025) regarding the quality of the monitoring reports and the unauthorised deployment of Flex vehicles. A fourth report in the sequence was never published, and although additional monitoring reports are understood to exist, actions placed on the Council by the CLP to locate them remain outstanding.
- Condition 30 required the Community Liaison Panel to be established 'prior to occupation'. In fact, the first meeting was not convened by the Council, with Amazon, until more than four months after operations began in March 2023. In the three years since, we have found the panel an ineffective forum for resolving the issues raised in this letter, and we do not think either party responsible for it has a strong practical incentive to change that: the Council is both the local planning authority and the administrator of business rates on the site, and Amazon UK Services Ltd is the site's occupier, so neither is naturally placed to prioritise a timely, critical review of 'the effectiveness of the arrangements in place', as Condition 30 requires the panel to provide.

In our view, the Council cannot safely assess the traffic, environmental or operational implications of a further capacity-adding application such as APP/26/00188 while the baseline document against which such applications should be judged is unrevised, and the monitoring arrangements intended to verify it lack demonstrable independence.

5 The Substation Specification Has Changed Materially, Including New Generator Provision

We have compared the current application drawings against an earlier, superseded version of the same drawing set ('Proposed Substation Details', drawing ref 8085-SMR-15-ZZ-DR-A-2004-S4). Revision P1, first issued 24 February 2026, showed a simple steel-kiosk enclosure - anti-corrosive powder-coated sheet steel, light grey, footprint approximately 3.4m by 2.2m. Revision P2, dated 3 August 2026 - submitted while the application has evidently been under consultation - shows a substantially different structure: construction changed from steel to GRP panels over a plywood core, in green rather than grey; the footprint increased to approximately 4.8m by 2.95m, close to double the floor area per unit; the internal layout is now divided into additional elevations and door/vent segments; and, most significantly, the current drawing shows a

labelled 'GENERATOR CABLE ACCESS' point on the front elevation that is entirely absent from the superseded design. Nothing in the application as submitted explains this addition. We ask that the Council confirm whether the version of these drawings that has been subject to public consultation to date is the current, revised P2 specification, given how recently it was issued.

We do not think this generator provision is simply a standard, off-the-shelf feature that residents should treat as unremarkable - though our own understanding of exactly how standard it is has developed as further evidence has come to light, and we think it right to explain that here rather than simply assert a conclusion. The equivalent substation drawing submitted for the smaller, comparable application at Amazon's Poole depot, DBH3 - revision P1, dated 18 March 2026, issued after DPO1's own original P1 drawing but before DPO1's revised P2 - still shows the earlier steel-kiosk design, with no generator cable access at all. However, the equivalent drawing for DPE2, Amazon's Peterborough depot - discussed in full at Section 6.4 below - shows that generator provision, in the same green GRP specification DPO1 only adopted in its revised P2, was already part of the design from its very first issue, on 11 March 2026. Read together, we think the more likely explanation is not that the generator connection is unique or bespoke to DPO1, but that it reflects a network-wide specification which DPO1's application has now quietly aligned with - three days before this letter, and without any explanation in the application documents - while Poole's application has not yet been updated to match. Either way, we think the point stands: this is not a minor, incidental detail, but a deliberate design standard being rolled out across Amazon's delivery station network, and the Council should treat it, and condition it, accordingly rather than as a footnote to this application.

We think the generator provision may be explained by the scale and role of this site within Amazon's wider delivery network. We understand DPO1 to have a larger operational capacity than other Amazon delivery stations along the UK south coast, including DBH3 (Poole), DBN5 (Bognor Regis) and DSO2 (Totton), and that Amazon is able to dynamically re-balance load across its delivery station network so that other sites absorb demand if one station is unavailable. If that understanding is correct, continuity of operation at DPO1 may matter more to the wider network than a simple site-by-site capacity assessment would suggest, which would be a reasonable commercial motivation for wanting backup generator capacity here. We also understand - though we ask the case officer to verify this with the applicant rather than take it from us - that the new north yard charging area may be intended to serve third-party delivery service partner vans operating separately from the 'DSP2.0'-branded vans kept overnight in the MSVP. If so, this would be relevant context for the Condition 8 question at Section 3.2: it may indicate the new charging capacity is intended for a different vehicle population entirely, rather than more fully using the existing approved provision, which would itself be a material fact for the Council to have before it in determining this application.

We think there may also be a second, complementary explanation, though this too is our inference rather than something the application discloses. As set out at Section 7 below, we understand Amazon's delivery model at this site to be transitioning from 'DSP 1.0' towards 'DSP

2.0', under which a growing proportion of the van fleet is Amazon-branded, centrally supplied, and charged and dispatched from the depot itself, rather than taken home overnight by drivers. If standard electric van models are also becoming more widely available across the fleet as that transition proceeds, we would expect both the peak electrical load associated with overnight depot charging and the operational consequences of any interruption to that charging to increase together. On that basis, the generator provision now appearing across DPO1 and DPE2's current substation applications may reflect not only the network load-balancing rationale set out above, but a more general, network-wide response to growing dependence on depot charging as the DSP 2.0 model is rolled out. We put this forward as a plausible explanation for the timing of these changes, not as an assertion of fact, and we ask the case officer to put it to the applicant rather than take it from us.

Whatever the explanation, a generator connected at this location, close to residential properties on New Lane, Nutwick Road, Flexford Gardens, Crossland Drive and Eastern Road, has an obvious potential for noise, air quality and visual amenity impact, particularly if it were used at times of peak site activity or during any future outage elsewhere in Amazon's network. We do not think this should be left unconditioned. The Council has already recognised the sensitivity of fixed plant and generators at this site: Condition 18 of APP/21/00200 required a noise assessment of 'all fixed plant, machinery and equipment... including... generators' against defined criteria before the site could be brought into use, and several conditions on this permission (for example Conditions 17, 25, 26 and 27) already adopt a 'shall not be brought into use / commence until details have been submitted to and approved in writing by the Local Planning Authority' structure. A condition requiring the same standard of prior written approval before any generator is connected to, or operated from, the new substations would be consistent with, not a departure from, the Council's existing approach to this site - see Section 6.2 for a suggested condition already put forward in a comparable application elsewhere, and the request at Section 9, item 4.

6 How DPO1 Compares with Other Amazon Delivery Stations

We have looked at recent, equivalent applications for EV charging and substation infrastructure at other Amazon delivery stations - DBH3 at Poole and DPE2 at Peterborough - together with the original 2021 application for DBN5 at Bognor Regis (Oldlands Farm), to test whether what is proposed at DPO1 is a standard, templated installation or something larger and more site-specific. DPO1, Poole and Peterborough all use the same drawing series and design template (ref 8085-SMR-15-... at DPO1, 8085-SMR-16-... at Poole, 8085-SMR-07-... at Peterborough), and, as set out at Section 6.5 below, the same planning agent. The three applications were also filed within a tight window of one another: DPO1's cover letter is dated 5 February 2026, Poole's 10 March 2026, and Peterborough's application was declared on 13 April 2026 (its substation drawing having first been issued on 11 March 2026) - all within around ten weeks, across three different local planning authorities. We think that timing is itself relevant: it points to a centrally

coordinated, near-simultaneous rollout across Amazon's delivery station network, rather than three separate, locally-driven responses to site-specific need.

6.1 Van storage capacity and site access

- DBH3 (Poole): 633 van storage spaces across a five-storey deck (Transport Assessment, paragraph 4.3.7), served by a single three-arm mini-roundabout providing the only vehicular access to the whole site (TA paragraphs 4.3.1-4.3.6).
- DBN5 (Bognor Regis / Oldlands Farm): 512 van storage spaces (TA paragraph 4.13), served by a single access point from the existing internal estate road (TA paragraphs 4.5-4.6). This Transport Assessment was itself prepared by Vectos, in June 2021 - the same consultancy, now part of SLR, discussed at Section 4 above in connection with DPO1.
- DPO1: 866 van storage spaces across four levels of the MSVP - 37% more than DBH3 and 69% more than DBN5 - served by three separate physical access points, two of which are dedicated to van movements under the approved OMP.

On the numbers available to us, DPO1 already operates at meaningfully greater scale and with a more complex access arrangement than either comparator site, even before this application's additional charging infrastructure is considered. That scale supports our concern, set out at Section 8 below, that this application should not be assessed as a routine or self-contained addition.

The access arrangement matters as much as the raw numbers. DBH3's and DBN5's Transport Assessments each describe a single point of vehicular access serving the whole site - DBH3's a single three-arm mini-roundabout, DBN5's a single access point from the internal estate road - meaning every van movement, however many spaces the site holds, must funnel through that one point of entry and exit. DPO1's three physical access points, two of them dedicated to van movements, allow it to do something neither comparator site can: discharge two waves of vans through separate exits at the same time. Combined with DPO1 being, as set out at Section 6.3 below, the only one of these sites embedded within a residential area rather than an established logistics estate, we think this means DPO1's practical capacity, and its practical impact on the surrounding road network, is greater than the storage-space comparison alone would suggest.

6.2 The application confirms it relies on permitted development rights for the chargers - and already offers its own condition to cover the gap

The cover letter for APP/26/00188 itself states that 'planning permission is not sought for the chargers on the basis that this infrastructure benefits from Permitted Development rights', and sets out a compliance table against Part 2, Classes D and E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended for electric vehicle charging equipment). On the applicant's own case, the EV charging bays shown on the drawings are included 'for context' only: what is formally before the Council for determination is the substations and associated plant, not the charging bays themselves.

We think residents and the Council should be equally clear about that scope. It does not, in our view, reduce the weight the Council should give to the matters raised in this letter - the substations and generator connection are exactly what is before the Council, and the justification offered for them, namely enabling the charging bays, is squarely something the Council can and should scrutinise, for the reasons set out at Sections 3, 5 and 7. But it does mean this objection is best aimed at that plant, rather than at the charging bays as though they were themselves subject to this decision.

The cover letter also confirms that the same approach was taken at Poole. It offers the same suggested condition, worded identically to the Poole application: 'In the event that the proposed EV infrastructure falls outside the parameters of permitted development rights, details shall be submitted to the Local Planning Authority for written approval prior to installation.' Since the applicant has already offered this condition itself, we do not think the Council needs to be persuaded to impose it; we simply ask that it does so - see the request at Section 9.

We understand from the Bournemouth Christchurch and Poole Council online register, that the Poole application was determined without objection shortly after submission. This we would expect to reflect the simple fact that the Poole Sterte Road proposal is more appropriately positioned away from residential properties with direct access to the Strategic Road Network access. That is a further reason, in our view, why APP/26/00188 warrants closer scrutiny rather than being assumed to follow the same straightforward path.

6.3 DPO1's place within Amazon's wider UK network

Havant Civic Society has followed the planning, construction and early occupation of DPO1 closely since the original application, and in doing so has also tracked planning applications for a number of comparable Amazon delivery stations elsewhere in the UK, including North Ferriby (DHU2) and Tyseley (DBI1), all built to the same architectural template as DPE2 at Peterborough - Amazon's original pilot site for this delivery station model, and the site we examine in detail at Section 6.4 below. Of all of these, DPO1 was, on our review, the largest single such site - which we take to reflect the scale of the large and growing urban customer base it is intended to serve. The City of Portsmouth and the wider area forming DPO1 target customer base is acknowledged to be the most densely populated region in the UK, outside of central London.

What we think sets DPO1 apart, though, is not simply its size but its location. DPE2 at Peterborough, like DBH3 and DBN5, sits on an established logistics and industrial estate with direct access to the strategic road network (Fletton Parkway, in Peterborough's case). DPO1 does not: it has no direct access to the A27 or the A3(M), and all traffic must instead pass through residential streets - New Lane, Crossland Drive, Bartons Road and Petersfield Road - and further town-centre and residential routes, before it can reach those strategic road network junctions, constrained to cross two national rail lines at bridge and level-crossing points that are already heavily used. We understand DPO1's site manager has separately told the CLP that even minor nearby roadworks (Crossland Drive resurfacing was the example given) risk disrupting site

operations, which we think illustrates how little tolerance this access arrangement has. That mismatch, between where the site sits and how its traffic actually needs to travel, is in our view central to why the operational issues at Sections 3 and 4 above matter so much more here than they might at a more conventionally sited depot, and why the Council should be cautious about approving further capacity-adding infrastructure without first addressing them.

6.4 DPE2 (Peterborough): the original pilot site

On our understanding, DPE2 - at Plot 302/302a, Peterborough Gateway, Waterworth Road, Alwalton Hill, Peterborough - was the first of the current multi-storey van park model of Amazon delivery stations to be built, and provided the template later followed at DPO1, DBH3 and DBN5. All four sites share the same design team (SMR Architects, with AtkinsRéalis credited as client on the Peterborough drawings) and the same drawing numbering convention (ref 8085-SMR-XX-..., with the site-specific number - 07 at Peterborough, 15 at DPO1, 16 at Poole - the only element that changes).

Peterborough's own current substation drawing (ref 8085-SMR-07-XX-DR-A-2004-S4, revision P1, first issued 11 March 2026) is informative when read alongside the DPO1 and Poole drawings discussed at Section 5 above. It already shows a labelled 'GENERATOR CABLE ACCESS' point, and is already specified in green GRP panels over a plywood core - the same specification DPO1 only adopted in its own revised P2 drawing, during the course of this current consultation. At approximately 5.4m by 4.0m, the Peterborough kiosk is larger again than DPO1's revised design. We think this supports the reading set out at Section 5: that DPO1's late change of specification reflects alignment with an established, network-wide standard already in use at the original pilot site, rather than a bespoke, site-specific decision - a standard that, on the evidence available to us, has not been disclosed or explained to residents or the Council through the DPO1 application.

Peterborough's multi-storey van park also provides a useful scale comparison. Its own approved layout provides a total of 848 van storage spaces (384 at ground level, plus 24 additional spaces, 219 at Level 1 and 221 at Level 2) - broadly comparable to DPO1's 866 spaces, though arranged across three levels rather than DPO1's four. We also note that Peterborough's original Transport Assessment, prepared in December 2020 on behalf of the site's developer, describes the same operational model DPO1's own OMP originally described - a single 'last mile' occupier storing vans on site overnight between deliveries - without naming Amazon as the intended occupier. That is a further instance of the pattern already identified at DPO1: the operational baseline documents assessed by the relevant planning authority were prepared, and permission granted, before the actual, named occupier and its operating model were disclosed.

6.5 The same planning agent has acted across Amazon's UK network since 2020

DWD Property and Planning Limited - a subsidiary of RSK Environment Limited and the agent identified on the APP/26/00188 cover letter - is understood to have taken part in a pre-application meeting on 27 July 2020 with Havant Borough Council, Luken Beck, Kingsbridge Estates and

Vectos concerning the 32 New Lane site. DWD is also the agent named on the equivalent Poole (DBH3) and Peterborough (DPE2) applications discussed above. We have also identified DWD, or a named DWD consultant, as agent on the original 2021 application for DBN5 at Bognor Regis, filed while the firm was trading as Dalton Warner Davis LLP, before its restructuring under RSK Environment Limited, and on at least three further Amazon UK Services Ltd applications at a separate site in Banbury, spanning 2021 to 2025 (Cherwell District Council references 21/00745/F, 24/00398/NMA and 25/00141/F), confirmed via that Council's public planning register.

We think this matters for how the Council should read this application. It is not simply that DPO1, Poole and Peterborough share an architectural template; the same instructed planning agent has handled Amazon's operational-estate applications, across multiple local planning authorities, for at least six years, and, as set out at Section 6 above, filed the three current EV-charging and substation applications within around ten weeks of one another. We think that combination - one agent, one template, near-simultaneous submission across three councils - supports reading this as a centrally coordinated rollout across Amazon's delivery station network, and that the Council should assess APP/26/00188 with that context in mind, rather than as an isolated, locally driven request.

7 Why APP/26/00188 Compounds Rather Than Resolves These Issues

No evidence has been presented within the application, as far as we can establish, as to why additional, dedicated EV charging infrastructure is required in the north yard. On the figures set out at Section 3.2, the EV charging capacity already approved and mandated under Condition 8 - 173 active spaces within the existing multi-storey van park - may be used at well under a third of that level, though we ask the case officer to confirm the true position rather than rely on our figures alone. Before any further charging capacity is approved, the Council should require the applicant to demonstrate why the existing approved and passive-ready capacity within the MSVP cannot instead be activated to meet demand.

We believe there is a credible explanation, although it is not disclosed anywhere within the application. Our understanding is that Amazon's delivery operation at DPO1 is in the process of shifting from what is commonly referred to within the network as DSP 1.0 - a mixed fleet of unbranded or lightly branded vans, often owned or rented by drivers and frequently taken home overnight - towards DSP 2.0, a more standardised, consistently branded fleet supplied to third-party DSP operators under revised contractual terms. Under DSP 2.0, vehicles are charged, managed, and dispatched directly from the depot and equipped with uniform in-van management tools and controls. That transition would be expected to increase substantially the number of vans requiring overnight charging on site as it proceeds, which is consistent with the pattern set out at Section 3.2: minimal EVCP usage in the MSVP while the DSP 2.0 fleet remains small (56 vehicles as at July 2026), against a Condition 8 provision sized for a much larger fleet. If this is the explanation, we think the Council is entitled to be told so directly, and to assess this application against the full trajectory of that transition - including the wider traffic consequences

addressed at Section 6.3 above, where DSP 2.0's more concentrated dispatch and return waves are likely to bear most heavily on the already-constrained local road network - rather than against the limited, present-day snapshot the application currently presents.

More fundamentally, this application is itself a material change to the site's infrastructure and, by extension, its operational capacity. Assessing it properly requires an accurate operational baseline - which is precisely what the OMP is meant to provide, and precisely what Section 3 above demonstrates it currently does not. Determining APP/26/00188 without first requiring that baseline to be corrected would repeat, in relation to a new application, the same procedural gap we have been raising in relation to the existing permission since November 2021.

There are also grounds to question whether the Community Liaison Panel - established under Condition 30 for the specific purpose of allowing residents and stakeholders to comment on site operations and improvements - was adequately engaged ahead of this application's submission. The minutes of the CLP meeting of 13 July 2026 record that Amazon's own Senior Site Lead and Economic Development representative both stated they were unaware of APP/26/00188, then already under public consultation, and would need to "*reach out centrally*" for information. It is difficult to reconcile that lack of internal awareness, at the operator's own community engagement forum, with meaningful prior consultation of the panel.

The panel's practical ability to scrutinise an application like this one is also limited by how it operates day to day. Amazon hosts and manages the meetings; an HBC ward councillor chairs them; and the two work together to control the content of the minutes. Amazon's stated preference is for the minutes to remain 'high level, with actions', omitting the operational detail that residents raise and that is, in our experience, needed to deliver on many of those actions. Most significantly for this application, the next scheduled meeting of the panel will not take place until well after the Council is expected to have decided APP/26/00188. In practice, this means the CLP - the forum Condition 30 exists to provide - cannot function as a channel for resident input into this specific decision, which is why we, as the panel's current resident members, believe it falls to us to raise these concerns directly and in writing instead.

We do not suggest that Condition 30 is required to give us standing to comment on this application; any person is entitled to submit representations on a planning application irrespective of any condition attached to a different permission. We raise Condition 30 for a narrower reason. It requires the CLP "*to provide residents and stakeholders an opportunity to feedback to the site operators on the effectiveness of the arrangements in place*", and records that its purpose is "*to allow for community engagement and to seek to address issues raised by the community in the interests of amenity*". In imposing that condition, the Council therefore itself recognised that residents and stakeholders were entitled to a structured mechanism for raising concerns of this kind about the site's arrangements. Where that mechanism cannot function for a specific decision, as is the case here, we think the Council should treat this joint submission - made by the panel's own current resident members - as the closest available proxy for the engagement Condition 30 was intended to secure, and give it weight accordingly.

This site-specific pattern reflects a wider, structural gap in how Havant's connections to the strategic road network (SRN) are planned for cumulatively. On 26 July 2026, Havant Civic Society submitted an assessment to National Highways examining the combined impact of committed and proposed development - including DPO1 - on the six SRN junctions that connect Havant to the wider network. That submission has since been recorded on both the Campdown (APP/23/00488) and Southleigh (APP/26/00324) case files, and has been formally acknowledged. As of the date of this letter, a response from National Highways is still awaited. Drawing on Havant Borough Council's own planning records, it records that National Highways was not engaged as a statutory consultee on either APP/21/00200 (DPO1's original permission) or APP/21/01244 (the section 73 variation discussed at Section 4 above), nor on eight of the twenty-one significant SRN-relevant planning applications it reviewed. We think this is directly relevant to APP/26/00188: it means the cumulative road-network consequences of DPO1's own operation, including the transition to the higher-throughput 'DSP 2.0' model addressed above, have never been assessed by the statutory authority responsible for the network on which the site's access ultimately depends, as set out at Section 6.3 above. We ask that the Council take this structural gap into account in determining the present application, and, at minimum, ensure National Highways is consulted on it directly.

We do not know, and we do not allege, why National Highways was not engaged as a statutory consultee on DPO1's original application or its section 73 variation. Two explanations seem to us plausible, and we think both are worth stating plainly, since neither implies any impropriety on the part of the applicant or the Council. First, as the pattern identified at Section 6 above shows, the operational baseline documents assessed at the time - at DPO1 and at each of the comparator sites we have reviewed - described a generic, unnamed 'last mile' occupier rather than the identified operator and its network-scale fleet; that framing may have led the original application to be treated, at the point of assessment, as a more modest and self-contained proposal than it has since proved to be in practice. Second, National Highways' role as a statutory consultee is generally triggered by a scheme's assessed impact on specific SRN junctions, not by its overall scale; it is possible DPO1's original trip generation modelling was assessed as falling below the relevant threshold for direct SRN impact, even though, as set out at Section 6.3 above, the site in practice has no direct SRN access and routes a high proportion of its delivery traffic through residential streets and town-centre roads to reach it. Whichever explanation applies, or if it is some combination of the two, we do not think it now matters for the purpose of this application. What matters is that the cumulative-impact evidence gathered since - set out in the 26 July 2026 submission discussed above - did not exist when DPO1's original permission and subsequent variation were assessed, and is not addressed by APP/26/00188 either. It is that gap, not its historical origin, that we ask the Council to address.

A related and, in our view, more immediately actionable gap concerns the monitoring mechanism that Condition 9 and Condition 10, in their varied form discussed at Section 4 above, rely on the OMP to provide. The applicant's own planning statement in support of that variation, submitted on 15 November 2021, presented the substitution of an OMP-embedded routing and

CCTV/ANPR strategy for the original livery and open-database requirements as providing 'more precise and rigorous controls on the proposed occupation of the development, which will be to the advantage of stakeholders in addition to making the conditions commercially acceptable.' We do not know what 'commercially acceptable' was intended to convey, and we do not suggest any impropriety in the phrase. We think, however, that the Council is entitled - four and a half years on - to test whether the substituted mechanism has actually delivered the more rigorous control it was said to provide, in exchange for the more transparent safeguards it replaced.

The approved OMP itself, at Section 5, sets out what that mechanism requires in practice. Monitoring is to run for five and a half years from the site's first operational delivery (paragraphs 5.1-5.2); DPO1 having opened in March 2023, the site is now around three years and four months into that period. Automatic Traffic Counters are to operate at all three site accesses, with full quarterly reporting for the first eighteen months, reducing thereafter, if no concerns are raised at the one-year review, to two weeks of data per quarter for the remainder of the monitoring period (paragraphs 5.4-5.9); this data is expressly confined to 'monitoring the effectiveness of Operational Management Plan' (paragraph 5.12). CCTV monitoring using ANPR technology 'in line with DfT guidance' (paragraph 5.15) is to cover the site accesses and New Lane south, but the weeks of footage actually reviewed in the first eighteen months are those requested by the Council - 'at the request of HBC i.e. HBC can choose which weeks the information is provided for' (paragraph 5.16) - and the underlying footage is retained for only six months (paragraph 5.18).

DPO1 is therefore now well past the initial eighteen-month full-reporting phase and deep into a period where this mechanism depends entirely on the Council actively requesting data that is not otherwise supplied to it. We do not know whether the Council has been doing so. We do know, from Section 4 above, that a fourth operational traffic monitoring report in the Condition 10 series was never published, and that our review of the sixth identified unusable and internally inconsistent data. Separately, we raised specific pedestrian safety and routing-compliance concerns at the New Lane / Eastern Road junction with a Havant Borough Council Civil Engineering Team Leader in March 2024; the response acknowledged the underlying junction geometry and signage problems but more than two years on, and despite that correspondence being copied to both borough and county councillors, we are not aware that it has translated into any published monitoring action. Taken together, this suggests to us that the monitoring regime the Council accepted in place of the original, more directly verifiable conditions may not currently be operating as approved, for want of the Council actively invoking it.

We ask that, in determining APP/26/00188, the Council confirm whether it has in fact been requesting and receiving the quarterly Automatic Traffic Counter and CCTV/ANPR data that the approved OMP commits to providing at DPO1's three site accesses, and that it make the results available to us and other members of the Community Liaison Panel through publication on the APP/21/01244 case file. Absent that confirmation, we do not think the Council can safely treat the OMP's monitoring provisions as an adequate substitute for the safeguards - liveried, identifiable vehicles and an openly accessible county traffic database - that Condition 9 and

Condition 10 originally provided, before the section 73 variation replaced them with a mechanism that, on its own terms, requires the Council to operate it in order for it to function at all.

8 Cumulative Impact on Local Electricity Infrastructure

Taken in isolation, three new substations and a bank of EV charging bays might be presented as a routine piece of electrical infrastructure. We do not think it should be assessed that way, for two reasons.

First, its scale. Each of the three proposed substations is rated at 1,500 kVA. Taking the combined 4,500 kVA rating at a typical 0.95 power factor gives approximately 4,275 kW of real electrical capacity. Run continuously over 24 hours, that represents approximately 102,600 kWh of electricity - which, against Ofgem's current Typical Domestic Consumption Value of 2,500 kWh per year for a medium-use household (around 6.85 kWh per day), is comparable to the daily electricity consumption of approximately 15,000 average UK households. We set this out as an illustration of scale, based on stated equipment ratings and standard assumptions, not as a claim about the site's actual metered demand - but on any reading, this is a substantial addition to the local electricity network, not a modest or self-contained piece of plant.

Second, its context. Havant Borough Council's own published planning lists confirm that application APP/26/00324 - an outline application for a major mixed-use development on land east of Denvilles known as Southleigh, comprising residential dwellings, a local centre, a primary school and supporting infrastructure - is concurrently under consultation a few hundred metres from this site. On our review of the public comments lodged against that application, more than 950 objections have been raised, several of which question whether the local electricity network has the capacity to serve the scale of new housing proposed.

We cannot say whether these two applications draw on the same point of connection or the same part of the local network, and we do not ask the Council to resolve that question in this letter. We do ask that, before determining APP/26/00188, the Council confirms whether the cumulative electricity capacity implications of granting new substation capacity at DPO1 have been considered alongside the concerns already raised in relation to APP/26/00324, so that two applications drawing on the same local electricity infrastructure are not determined on an entirely piecemeal basis.

9 Requested Outcome

For the reasons set out above, we ask that Havant Borough Council:

- Does not determine APP/26/00188 until the Operational Management Plan required by Condition 4 of APP/21/01244 has been comprehensively reworked to reflect the site's actual operation, and that reworked plan has been agreed in writing by the Local Planning Authority and reviewed by the Community Liaison Panel, with all local resident and Councillor members given a genuine opportunity to comment;

- Formally determines, as a discrete question separate from the Condition 4, 9 and 10 matters above, whether the current level of EVCP usage in the multi-storey van park satisfies Condition 8, and publishes that determination before deciding this application;
- Requires, in light of that determination, a clear and evidenced justification from the applicant for why further dedicated EV charging infrastructure is needed in the north yard, given the apparent spare capacity within the already-approved provision in the multi-storey van park, and clarifies whether the north yard facility is intended to serve a different vehicle population (for example third-party DSP vans) from the vehicles the MSVP was approved to serve;
- Should the Council be minded to grant permission notwithstanding the matters above, secures a condition providing that no generator - whether temporary, mobile or permanent - may be connected to or operated from the 'generator cable access' points shown on the approved substation drawings unless full details, including a noise assessment consistent with the methodology required under Condition 18 of APP/21/00200 and the anticipated frequency, duration and hours of use, have first been submitted to and approved in writing by the Local Planning Authority, with the Community Liaison Panel notified of any such approval;
- Secures the condition the applicant has itself already offered in the APP/26/00188 cover letter - that details of any EV infrastructure falling outside permitted development rights be submitted to the Local Planning Authority for written approval before installation - noting that the application confirms this is the same approach already taken at the comparable Poole (DBH3) application;
- Establishes a demonstrably independent mechanism for traffic and operational monitoring, free of any prior or ongoing commercial relationship between the monitoring party and the applicant or its retained consultants, before any further capacity-adding application at this site is determined;
- Confirms whether the cumulative electricity network capacity implications of this application have been considered alongside the concerns already raised in relation to APP/26/00324, given the proximity of the two sites and the scale of both proposals;
- Withholds determination of APP/26/00188 pending the outcome of the related complaint currently accepted for assessment by the Local Government and Social Care Ombudsman, given that complaint concerns the Council's enforcement of Conditions 4, 9 and 10, against which this application would need to be assessed; and
- In the alternative, should officers consider the application must nonetheless proceed to a decision in the interim, refers it to Planning Committee for determination in public, rather than under delegated officer powers, in view of the level of public interest and the compliance history summarised in this letter.

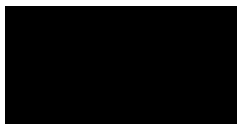
10 The Case for Deferring or Refusing APP/26/00188

The evidence set out in this objection demonstrates that the operation at 32 New Lane is not currently being run in accordance with the approved Operational Management Plan and that key safeguards intended to ensure transparency, accountability and independent monitoring have eroded since permission was granted. Significant deviations from the OMP have been documented over several years, without any written consent from the Local Planning Authority as required by Condition 4, and without any effective enforcement of Conditions 4, 9 or 10. In this context, determining a further capacity-adding application would compound an already-established planning-control deficit rather than resolve it.

The application also raises new, material questions that the Council has not yet addressed. The recently identified issue concerning Condition 8 - namely whether the mandated level of active EV charging provision is being used or retained as approved - goes directly to the necessity and proportionality of the additional infrastructure now proposed. At the same time, the revised substation specification introduces generator-connection capability without explanation, signalling a wider operational shift that has not been assessed against the site's constraints or the cumulative pressures already affecting the surrounding network.

Given these unresolved compliance matters, the absence of reliable monitoring data, and the wider cumulative-impact context described in this objection, it would be premature and unsound for the Council to determine APP/26/00188 at this stage. A deferral - or refusal pending resolution of the issues identified - is the only course that would restore a lawful, evidence-based foundation for future decisions affecting this site and its neighbouring communities.

We would welcome the opportunity to discuss this objection with the case officer and to present it to Planning Committee should the application be referred there.



17 August 2026

The Resident Members of the Amazon DPO1 Community Liaison Panel.

Acting on behalf of the St Faith's Ward and Leigh Park Central & West Leigh Ward residents represented at the CLP.

11 Evidence Relied Upon

- Decision Notice, APP/21/00200, Havant Borough Council, 22 October 2021
- Decision Notice, APP/21/01244, Havant Borough Council, 9 February 2022
- Operational Management Plan, Kingsbridge Estates, New Lane (Vectos Ltd), November 2021 draft and January 2022 approved version
- 'Response to Amazon DPO1 "Sixth Operational Traffic" Monitoring Report', Havant Civic Society and the New Lane / Eastern Road Residents' Group, 24 January 2025
- Minutes, Amazon DPO1 Community Liaison Panel meeting, 13 July 2026
- Application documents for APP/26/00188, including cover letter (DWD Property and Planning Limited, a subsidiary of RSK Environment Limited, dated 5 February 2026, confirming reliance on permitted development rights for the EV charging equipment and setting out the applicant's suggested planning condition), proposed site plan, amended proposed substation details (drawing 8085-SMR-15-ZZ-DR-A-2004-S4, revision P2, 3 August 2026), proposed boundary treatment, and Schneider Electric transformer test certificates (1,500 kVA, 11kV/433V transformer)
- Superseded proposed site plan and substation details for the same application (drawing 8085-SMR-15-ZZ-DR-A-2004-S4, revision P1, 24 February 2026), retrieved from the Council's planning portal
- Application documents for the equivalent Poole (DBH3) application, including cover letter (dated 10 March 2026), proposed site plan, and proposed substation details (drawing 8085-SMR-16-..., revision P1, dated 18 March 2026)
- Transport Assessment prepared in support of the original DBH3 (Poole) planning application, including figures for van storage capacity (paragraph 4.3.7) and site access arrangements (paragraphs 4.3.1-4.3.6)
- Transport Assessment prepared by Vectos, June 2021, in support of the original DBN5 (Bognor Regis / Oldlands Farm) planning application, including figures for van storage capacity (paragraph 4.13) and site access arrangements (paragraphs 4.5-4.6)
- Havant Borough Council published planning list confirming application APP/26/00324 (land east of Denvilles, known as Southleigh) and public comments lodged against it, viewed via the Council's planning portal
- 'Cumulative Impact of Development on the Havant Strategic Road Network Junction Cluster' (Campdown, APP/23/00488, and Southleigh, APP/26/00324) - Havant Civic Society submission to National Highways, 26 July 2026, logged against both case files
- Ofgem Typical Domestic Consumption Values, current medium-use electricity figure of 2,500 kWh per year, effective July 2026

- Application documents for the equivalent Peterborough (DPE2) application, including proposed substation details (drawing 8085-SMR-07-XX-DR-A-2004-S4, revision P1, first issued 11 March 2026) and proposed site plan (drawing 8085-SMR-07-ZZ-DR-A-2003-S4, revision P1, 11 March 2026)
- Original Multi-Deck Van Storage plans, Peterborough Gateway Plot 302 (UMC Architects, on behalf of Newlands Developments, drawing 19321-P0111, revision D, August 2020), showing a total of 848 approved van storage spaces
- Original Transport Assessment, Plot 302a, Peterborough Gateway (Stantec UK Ltd, on behalf of Newlands Developments, December 2020)
- Application form for the Peterborough (DPE2) application (Peterborough City Council ref 26/002233/FUL; Planning Portal ref PP-14775717), naming AtkinsRéalis as applicant and DWD Ltd (George Hodgkinson) as agent; ownership certificate dated 19 March 2026, declaration signed 13 April 2026
- Original Planning Statement for DBN5, Oldlands Farm, Newlands Road, Bognor Regis (DWD, then trading as Dalton Warner Davis LLP, June 2021, ref 15160a; Arun District Council ref AL/87/21/PL), prepared on behalf of Lysander and Hanbury Properties Limited
- Cherwell District Council public planning register: applications 21/00745/F, 24/00398/NMA and 25/00141/F, confirming DWD Property and Planning as agent for Amazon UK Services Ltd at a separate site in Banbury between 2021 and 2025
- Briefing note, 'Amazon DPO1: Operational Model, DSP Transition, and Traffic Impact Assessment', prepared for residents, elected councillors and planning officers
- Our own research and monitoring of Amazon delivery station developments across the UK since 2021, including DBH3 (Poole), DBN5 (Bognor Regis), DSO2 (Totton), West Melton and Tyseley, and of DPO1's relative scale and network load-balancing practice within that portfolio. The DBH3, DBN5 and DPE2 (Peterborough) figures in Section 6 are drawn from the primary planning and transport documents cited separately above; the comparison with DSO2, West Melton and Tyseley is provided as context based on our own tracking and has not been independently verified against a published source
- Our own records of Community Liaison Panel meeting dates since the panel's establishment following occupation of the site in 2023, including the date of its first meeting
- Correspondence with Havant Borough Council: 15 December 2021; 2 February 2022; 6 February 2023 (to Case Officer); 10 March 2023 (to Interim Chief Executive); 15 April 2024 (to Chief Executive / Executive Head of Place)
- Planning Statement submitted in support of APP/21/01244 (Fellows Planning, 15 November 2021), proposing the amendments to Conditions 4, 9, 10 and 28

- Correspondence between a signatory to this letter and Havant Borough Council's Civil Engineering Team Leader, 14 March 2024 (copied to borough and county councillors), and 'Havant North Industrial Estate: Traffic Signage Improvement Requirements' (V3, August 2026)
- Transport Statement and Travel Plan, EDC Cold Store Development, Wyeth Biotech (Pfizer Global Manufacturing), New Lane, Havant (ref C012164-AR-PL-002, issue 1.0, 29 November 2010), submitted in support of APP/10/00955
- 'Planning Consultants and the TRICS of their trade', Havant Civic Society, published 12 May 2025
- Letter written to HBC APP/21/01244 Case Officer by Chris Hirst of Hampshire County Council Highways, dated 28 March 2024, filed 01 April 2025 ff