

Representation from the Resident Members of the Amazon DPO1 Community Liaison Panel

17 August 2026

By email and via the Havant Borough Council Planning Portal

Denise Sheath – Case Officer
Development Management
Havant Borough Council
Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO9 2AX

Objection to Planning Application APP/26/00188 (Summary)

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

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

We do this in our capacity as the Amazon DPO1 Community Liaison Panel (CLP) resident member representatives, the CLP having been established under Condition 30 of planning application APP/21/01244.

This letter summarises the four points we think most directly bear on how the Council should determine this application, each with a specific request attached. A fuller submission - covering the wider planning history, the Operational Management Plan, the effectiveness of the CLP, and comparator evidence from other Amazon sites - is enclosed separately and should be read alongside this letter; we have not repeated that supporting detail here for the sake of brevity.

The immediate impact of Amazon's occupation is not a matter of estimation, but of documented record. The site's previous occupier, Pfizer, recorded actual gate-counted traffic of 337 vehicle movements a day in its own 2010 Transport Statement (APP/10/00955). Havant Civic Society's published analysis in May 2025 found that DPO1's approved transport assessment had instead assumed the site already generated 2,505 daily movements before Amazon arrived – a baseline it calculated as 'a staggering 750% higher than the actual previous figure'. The effect was to present an apparent decrease of 90 daily vehicle movements, when the true increase, on the documented baseline, was more than 2,000 – a roughly 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.

1 The substation design changed materially and gained a generator connection, during this consultation with no assessment or condition attached

The current application drawings ('Proposed Substation Details', revision P2, dated 3 August 2026) differ substantially from the version first issued for this application on 24 February 2026 (revision P1): construction has changed from steel to GRP panelling, the footprint has nearly doubled, and a labelled 'GENERATOR CABLE ACCESS' point has been added that was entirely absent before. Nothing in the application explains this change, and no noise, air quality or amenity assessment has been submitted for a generator at this location, close to homes on New Lane, Crossland Drive, Flexford Gardens and Nutwick Road. We have also compared this against the equivalent drawing submitted with Amazon's current 2026 application for its Peterborough site, DPE2 – not a long-standing feature there, but a generator provision that was already included when DPE2's own substation drawing was first issued, on 11 March 2026, several weeks before DPO1's revised drawing. The equivalent Poole (DBH3) drawing, as of 18 March 2026, still shows no generator provision at all. Read together, this points to a rolling, network-wide specification change being introduced across Amazon's current wave of substation applications during 2026 – not a one-off addition at this site, and not something these sites have had since they opened, and one the Council should be told about directly rather than left to residents to identify.

Request to Case Officer: Before granting permission, secure a condition requiring full details - including a noise assessment and the anticipated frequency, duration and hours of use - to be submitted to and approved in writing by the Local Planning Authority before any generator is connected to or operated from these substations.

2 The application does not explain why new charging capacity is needed, when the capacity already approved appears largely unused

Condition 8 of the site's original permission already requires active EV charging provision for approximately 173 van spaces within the existing multi-storey van park. As at the Community Liaison Panel meeting of 13 July 2026, only 56 electric vehicles were reported as using that facility - under a third of the approved provision. No evidence has been submitted with this application to explain why further, separate charging infrastructure is needed in the north yard before that existing capacity is fully used, or whether it is intended for a different fleet entirely.

Request to Case Officer: Require the applicant to justify why the existing, already-approved charging capacity in the multi-storey van park cannot be used to meet demand before further capacity is granted and ask the case officer to state plainly whether Condition 8 is currently being complied with.

3 The document this application should be assessed against is itself out of date and unenforced

Condition 4 of the site's permission requires the Operational Management Plan ('OMP') to be implemented as approved, with no significant deviation permitted without the Council's express written consent. We have documented in detail, and raised with the Council repeatedly since December 2021, that the site does not operate as the approved OMP describes - including who makes deliveries, when loads are collected, and the peak hours used to judge compliance. No revision to the OMP has been published, and no written consent to deviate from it has, to our knowledge, ever been given. A related complaint about the Council's enforcement of this and other conditions remains under active investigation by the Local Government and Social Care Ombudsman.

Request to Case Officer: Do not determine this application until the OMP has been comprehensively reworked to reflect how the site actually operates, agreed in writing by the Council, and reviewed by the Community Liaison Panel.

4 This application does not cover the charging bays themselves - only the substations and plant needed to power them

The cover letter for this application confirms that planning permission is not being sought for the EV chargers, on the basis that the applicant treats them as permitted development; only the substations and associated plant are formally before the Council. The same applicant's agent, DWD, took the same approach, using identically worded suggested planning conditions, at the comparable Poole (DBH3) application. We think residents and the Council should be clear about that scope - but it does not reduce the weight that should be given to the substations and generator connection themselves, which are exactly what this application asks the Council to decide, nor to the justification offered for them.

Request to Case Officer: Secure the condition the applicant has itself already offered in its cover letter - that details of any EV infrastructure falling outside permitted development rights be submitted for written approval before installation - and treat the substations and generator connection, not the charging bays, as the substance of what this application asks the Council to decide.

Requested Outcome

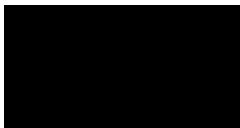
In summary, we ask that Havant Borough Council:

1. Does not determine APP/26/00188 until the Operational Management Plan has been reworked and agreed as set out at point 3 above;
2. Requires the applicant to justify the need for further charging capacity in light of Condition 8 usage, and confirms whether Condition 8 is currently being complied with, as set out at point 2;
3. Secures a condition requiring prior written approval before any generator is connected to or operated from the new substations, as set out at point 1;

4. Secures the condition the applicant has itself already offered covering any EV infrastructure found to fall outside permitted development rights, as set out at point 4; and
5. In the alternative, should officers consider the application must proceed to a decision in the interim, refers it to Planning Committee for determination in public, given the level of public interest and the matters summarised in this letter and the accompanying detailed submission.

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.

Yours faithfully,



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 we represent at the CLP.

Note: this is a summary letter prepared to highlight the points we consider most decision-relevant. Full supporting evidence, sourcing, and additional matters (including the site's wider planning history, the independence of traffic monitoring, comparator sites, cumulative impact on the Strategic Road Network and National Highways, and cumulative electricity impact) are set out in our accompanying detailed submission, which forms part of this objection.