Dear Charlotte

Thank you for consulting me on this application. I have considered the submitted transport documents which relate to a proposal for 9322m2 of B8 use on two plots; unit 1 being a parcel distribution depot for DPD Geopost and units 2a and 2b being B8 use.

1.0 Parking
Concern has previously been expressed relating to the high level of parking provision proposed for the parcel distribution depot and the potential for this over provision to lead to increased trips over and above that forecast from the trip generation calculations. The proposed parking provision has been amended in light of these concerns and now comprises of a total of 208 parking spaces for unit 1, these being 75 car spaces (reduced from 104), 121 van spaces and 12 HGV.

The applicant has provided additional information explaining how the site is to operate and a parking accumulation profile is provided in respect of the Geopost site at Dagenham. This helps to identify the demand for the parking spaces and the number of traffic movements expected; however I do have concerns that the level of parking is in excess of the demand predicted. The business is to operate with 100 vans but there are 121 van parking spaces; there are to be 50 employees but there are 75 car parking spaces. Although additional capacity is required for some additional staff pre-Christmas, the additional staff parking could allow a 50% increase in staff numbers and this would present a significant number of additional traffic movements. Additionally an increase in staff numbers of this level is likely to result in additional delivery trips over and above that estimated in the transport documents provided.

2.0 Traffic generation
Surveys were completed at 3 existing Geopost sites at Dagenham, Cardiff and Stoke during March 2016 and these have been used as a basis to calculate the trip rates for the proposed DPD Geopost unit.
Some discussion has taken place concerning the operation of the site, the turnover of parcels and whether this will lead to additional traffic on the highway. Details provided by the applicant explain that the parcels would be delivered by HGVs during the afternoon or night before delivery by van the next day. The vans leave the site in the morning. The information provided indicates that on a typical day each van carries 180 parcels which are delivered to 135 addresses on average. This is 1.33 parcels per delivery address. Once deliveries are complete the vans return to the site to drop off collected parcels before being driven home. During the Christmas period some vans go back out in the afternoon/early evening to make further deliveries.

My understanding is that 100 vans are proposed at the DPD application site which would therefore deliver a total of 18000 parcels per day and this is increased to 25000 parcels, 139 van loads per day, before Christmas.

However I am concerned that the intensification of the operation which is planned pre-Christmas could be extended, with the majority of vans making more than one round trip. Additionally there is capacity for the number of vans to be increased, given that parking would be available for 121 vans and once these vans have left the site to make their deliveries additional vans could utilise the free parking spaces to make further collections/deliveries. There is therefore potential for a significant increase in traffic levels over and above that predicted in the transport information submitted.

3.0 Traffic distribution
Deliveries by HGVs from the main DPD sorting hub will be routed to Plot 1 from the west (M25 junction 6).

A gravity model has been used to identify the distribution of traffic and this results in an overall distribution of 55:45 with 55% to from the west and 45% to and from the east. These figures are based on a delivery area of postcodes which are provided in the transport assessment.

KCC requested further clarification in respect of the traffic distribution and a revised list of the postcode areas to which deliveries are to be made has been provided in the more recent transport commentary document. The new information on delivery areas does indicate a wider catchment and more bias towards Kent to the east. I am concerned that the information provided does have inconsistencies to that presented in the transport assessment and this may lead to additional trips being made over and above that predicted in the transport information submitted.

4.0 Impact
It is considered that the information provided does not provide a robust assessment of the level of traffic likely to be generated and although a sensitivity test has been made which increases the number of development related trips by 50%, there is potential for this business to grow significantly with the number of parcel deliveries made from the site intensified and the resultant increase in traffic being at a level over and above that predicted. This may result in detriment to highway safety and capacity.

5.0 Conclusions
The information provided does not adequately demonstrate that this development will not have a detrimental impact on highway safety and capacity and in view of this lack of information I would wish to raise objection.
Should the local planning authority be minded to grant permission I would request that an appropriate condition be applied to ensure that the traffic generated by the parcel delivery development remains in line with that estimated in the submitted transport documents.

This should be subject to full survey details, to be submitted to the local planning authority at a minimum of 6 monthly intervals for the duration of the operations of the parcel distribution centre on the site, and a contribution, to be made to the local planning authority, for the monitoring and analysis of this data; the sum to be agreed with the local planning authority.

Additionally a condition which restricts the uses of units 2a and 2b in order to prevent their use for parcel distribution purposes.

Yours sincerely

**Louise Rowlands**  
Principal Transport & Development Planner