From: Louise.Rowlands@kent.gov.uk [mailto:Louise.Rowlands@kent.gov.uk]
Sent: 26 October 2018 16:04
To: duncan.findlay@i-transport.co.uk; phil.hamshaw@i-transport.co.uk
Cc: David.Barton@kent.gov.uk; toni.walmsleyamacarey@surreycc.gov.uk; Lesley Westphal; 
michelle.edser@surreycc.gov.uk; David.Joyner@kent.gov.uk
Subject: Moorhouse Tileworks Meeting: Tandridge District Council Offices

Dear Duncan

Sorry for the delay in getting back to you. I have been through the Transport Assessment and made some initial comments and queries which are outlined below. It would be really helpful if you could address these points prior to our meeting on the 5th November if at all possible.

1. Public Transport – Existing services are extremely limited especially in the peak hours. Consideration should be given to a mini bus service for staff and ‘other’ trips.
2. Clarification is required of the expected number of staff and their shift patterns for each of the 3 scenarios considered.
3. Clarification is required of the ‘other’ trips. Some explanation is given at pg. 60 of the TA, however there are a large number of trips which are not explained. The numbers for each of the surveyed sites varies considerably for each of the sites but further explanation of the differences should be given. In 6.4.12 the category for “Warehouse staff being dropped off for work” cannot be valid as the numbers are already included under “non-driver trips” which equates to the number of non-driver staff at each depot. A breakdown of numbers of staff and numbers of other trips and a definition of ‘other’ trips is required.
4. The average arrival and departure profiles from the surveyed sites has been applied to the trip rates to derive the trip rates across the day as explained on page 63. However, the use of the 2017 Dagenham site skews the results as the AM peak trips were lower than usual on the survey day due to operational difficulties. This site should therefore be excluded from the calculation of the AM peak arrival/departure profile.
5. In Table 8.4 on page 85 of the TA the routing of staff is based on distribution of likely home locations, which is acceptable, but this does not necessarily apply to all of those trips in the “staff / other” category and therefore, depending on the answer to (3) above, could be incorrectly slewing the distribution. Further comment required.
6. A parking accumulation profile is required for each of the different users.
7. Parking provision on the site should reflect the demand identified in the parking accumulation profile.
8. Measures could be introduced to spread the peak hour trips and therefore spread the impact.
9. A condition to limit the number of peak hour trips should be considered. Surveys could be provided through the Travel Plan every 6 months and monitored. Should the number of trips be exceeded a fee / contribution would be required for measures which would reduce the number of trips at the A25/London Road junction and/or improve capacity at the junction. This should be investigated further.
10. Are Travel Plans in place for any of the other similar DPD depots? If so, what are their targets and are those targets being achieved?
11. What is the likelihood of the depot processing its ‘seasonal peak’ of 25,000 parcels on a regular basis and if so, would the actual seasonal peak be higher than 25,000?
12. The sensitivity test has been completed to assess the effects of 20% increase in parcels for delivery; is there any evidence from other depots to quantify the expected growth each year for the next 5 years to 10 years?
13. Has consideration been given to operating electric vehicles and providing charging facilities for such.
14. Points have been raised by the Town Council which are attached and I am in the process of reviewing. It would be helpful if you could please address these points prior to our meeting.

I hope this is helpful and please let me know if you require any clarification on any of these points. If anything else comes to mind I’ll let you know.

Kind Regards

From: Duncan Findlay <duncan.findlay@i-transport.co.uk>
Sent: 22 October 2018 09:48
To: Rowlands, Louise - GT HTW <Louise.Rowlands@kent.gov.uk>; Barton, David - GT HTW <David.Barton@kent.gov.uk>; toni.walmsley@kent.gov.uk; Phil Hamshaw <phil.hamshaw@i-transport.co.uk>; michelle.edser@surreycc.gov.uk; twestphal@tandridge.gov.uk
Cc: Simon Flisher (<simon.flisher@bartonwillmore.co.uk>)
Subject: RE: Moorhouse Tileworks Meeting: Tandridge District Council Offices

Hi All,

Thanks for coming back to me on this and for confirming attendance at the meeting on the 5th November. Please note that Simon Flisher from Barton Willmore (cc’d for information) will also be attending. Toni – please could you send Simon the meeting invite?

With regards to highways comments in advance of the meeting, would you be able to advise when we are likely to receive these?

Kind regards
Duncan

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i-Transport has refreshed its website and branding. Please take a look at www.i-transport.co.uk
Morning all

That’s fine with me. Thanks for arranging.

Regards


Hi All

Yes, TDC Offices would be much more convenient for us. Louise is on leave this week but looking at her calendar she has already pencilled it in so I guess it can be confirmed as OK.

Many thanks

Dave

David Barton
Senior Development Planner
Kent County Council Highways & Transportation
07715 428802

Please note that I only work Monday – Thursday inclusive
Hello

It may suit us better if we meet in the Tandridge District Council Offices (Oxted); thereby avoiding a trek into Kingston for our colleagues in Kent.

I have been able to secure a room at Tandridge District Council Offices on 5th November at 2pm; once Kent confirms their availability I will send out a calendar invite for everyone.

Thanks
Toni.

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Moorhouse Tile Works planning application 2018.
Precis of data clarification points.

1. Typical Day deliveries of 17,317 parcels is not consistent with either the Catchment Area annual figure or the National average. This is 5 times normal day delivery see Table 8 P82 Transport 1. Obtain delivery numbers for alternative dates such as any Monday and Tuesday in June for 2016, 2017 and 2018.

2. The Seasonal figure of 25,000 parcels is not consistent with Typical Day deliveries for 14th February 2017 when compared with the three sites of Cardiff, Dagenham and Dunstable. Seasonal should be twice Typical.

3. The application for Moorhouse uses much higher levels of parcels per LGV when compared to the DPD national average and especially so for the Seasonal and Growth forecasts. Why hasn’t the national average been used for this application?

4. The morning rush hour exit figures from Moorhouse are not consistent with those shown from the three sites for normal day deliveries. 38.7% compared to 57.1% Dagenham “Exceptional” day data creates a false statistic.

5. The 25,000 parcel maximum estimate for Moorhouse is inconsistent with data for other sites. What is the maximum parcel numbers that can be delivered from Moorhouse?

6. The future growth forecast of 20% is not consistent with any of the published DPD data or the planned expansion of parcel deliveries from DPD hubs. What growth in parcel demand is planned for the Catchment area by 2023 as compared with 2016/17.

7. 2016 application Catchment had a population of one million West and 900,000 East. Similar 2018 Catchment quotes 79,000 West and 263,000 East. Data inconsistent for 17,317 Typical Day deliveries.

8. The proposal that 77% of the traffic to and from the site should travel East along the congested and pinchpointed A 25 is in stark comparison with the locations of all other new DCs which are closely adjacent to appropriate Motorway and Dual carriageways.
Additional information relevant to the clarification points.

Background.
This is the third application and as before, notwithstanding 828 pages of the transport submission, it fails to recognize the massive disconnect between DPD’s own website delivery capability from its Distribution Centres, (DCs), as compared with the planning application.

Point 1.
The National average for parcels delivered by DPD is 2.34 parcels per person per year in 2016. From the latest statistics published by DPD of 230 million parcels being currently delivered, the comparable national average would be 3.6 parcels. Table 8.1, page 82 of the Transport 1 submission shows 3.76 for 2016, thus a daily estimated average of 4502 parcels. February 2016 would be lower at 3463. Therefore allowing for 20% growth, February 2017 becomes in the order of 4000 parcels per day into the planning application.

However, Roxhill’s Moorhouse website states: “The distribution centre will deliver parcels to households and businesses in the local area. The capacity of the depot proposed is 25,000 parcels per day. In exceptional circumstances of high demand, the depot may deliver more than 25,000 over a short period.”

By this statement the developer is confirming 25,000 as normal and not seasonal as they stated to KCC/SCC.

Point 2.
Analysis of the three quoted sites shows that if 17,317 parcels were delivered in February, defined as a “Typical Day” then 35,000 would be a “Seasonal Day.”

This conclusion is reinforced in Point 1 above.

Point 3.
The DPD Company wide daily delivery parcels average per LGV is 113.6. The application is using a growth in parcels per LGV from 126.4 to 140.4 and 150.
The 3 site comparison shows parcel handling of 117 for Cardiff, 106 for Dagenham and 134 for Dunstable but all included a small number of rigid HGVs within their parcel delivery.

It might be inferred that HGVs carry more parcels than LGVs, therefore the Company wide LGV average should be used in any forecast otherwise the depot to LGV numbers ratio becomes artificially suppressed.

Further the “Exceptional” Dagenham day showed severe delays in the morning loading schedule and an increased use of rigid HGVs plus longer working days for all depot drivers.
Point 4.
The application combines the exit figures from the “Exceptional” day to create a false statistic for the morning rush hour pattern. The 2016 application also included a Stoke analysis which is consistent with the 3 site “normal” day analysis of 57.1% of all deliveries exit the site during the morning rush hour.

Point 5.
Two sites are of particular interest. Dartford was referred to in the 2016 application and DPD has just opened its newest (Supersite) Distribution Centre in Glasgow.
Dartford was publicised, in 2014, as being able to handle **8,000 parcels per day** from its 2015 opening. The application shows that Dartford handled nearly **22,000 parcels per day by 2016**.
The Glasgow site is 70,000 sq. ft. versus Moorhouse at 60,000.
Moorhouse is 14% smaller, will have 12 HGV bays rather that Glasgow’s 11 HGV bays and 31 LGV bays rather than 37 bays in Glasgow.
DPD state that Glasgow will handle 45,000 parcels per day plus capacity for anticipated growth.
**Given the above comparisons there is no reason not to apply a pro rata conclusion that the Moorhouse capacity should be a starter of 38,500 with further growth.**

Point 6.
Growth forecasts from 2016/17 for “Typical Day” statistics of 20% are at major variance with published data. Growth from 150 million parcels in 2016 to 230 million today is 22% compound growth.
DPD have stated they are forecasting double digit growth.
**The new Hinckley depot is increasing sorting capacity for the whole of DPD by 60% in 2020 and the Parcel delivery analysis companies confirm 20% growth year on year until 2023.** (Source DPD website).

Point 7.
A 60,000 sq. ft. DC is built to support, as argued in point 5, parcel deliveries of 38,500 and expansion capacity.
A population catchment of 1.9 million is realistic for these parcel numbers and was set out in the Roxhill 2016 application.
**It is entirely unrealistic in the 2018 application to suggest a starting catchment of 342,000 and a distribution of 77% towards the East.**

Point 8.
Self explanatory.