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.

The 17,317 figure is accurate as it is actual parcel data provided by DPD (see Table 4.3 of the TA). The TA has assessed this level, 25,000 parcels and 30,000 parcels. Traffic associated with these parcel volumes can be accommodated on the local highway network at acceptable levels as demonstrated by the assessments in the TA.

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.**

The 17,317 figure is accurate as it is actual parcel data provided by DPD (see Table 4.3 of the TA). The TA has assessed this level, 25,000 parcels and 30,000 parcels. Traffic associated with these parcel volumes can be accommodated on the local highway network at acceptable levels as demonstrated by the assessments in the TA.

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?**

The national average (113) is based on all depot types across the UK for all days (including seasonal peaks, weekends and bank holidays). The analysis set out in the TA focuses on a Distribution Centre type depot as proposed at Moorhouse. The assessment used:
- 126.4 parcels per van on a ‘typical’ day \((17,317/137 = 126.4)\);
- 140.4 parcels per van on a ‘seasonal peak’ day \((25,000/178 = 140.4)\); and
- 150.0 parcels per van in the sensitivity test scenario \((30,000/200) = 150.0\).

Parcel numbers per van increase as parcels processed increases – i.e. vans at busier times are fuller.
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.

This was clarified in the recently submitted Technical Note (ref: ITL12404-008A) as a Sensitivity Test (see Section 4) undertaken at the request of KCC.

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?

This was clarified in Appendix C of the recently submitted Technical Note (ref: ITL12404-008A).

The depot at Glasgow is of a different type to the proposed operation at Moorhouse and is therefore not a comparable site.

DPD have confirmed that the 8,000 parcels processed quoted at Dartford was the opening volume for that site – i.e. the initial amount transferred to the depot from the old site that it replaced. The new Dartford site was considerably larger than the site it replaced, and it is a 'standard' DPD depot in line with the definitions detailed in the TA.

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.

This was clarified in Appendix C of the recently submitted Technical Note (ref: ITL12404-008A).

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.

The 17,317 figure is accurate as it is actual parcel data provided by DPD (see Table 4.3 of the TA). The TA has assessed this level, 25,000 parcels and 30,000 parcels. Traffic associated with these parcel volumes can be accommodated on the local highway network at acceptable levels as demonstrated by the assessments in the TA.
8. The proposal that 77% of the traffic to and from the site should travel East along the congested and pinpointed A 25 is in stark comparison with the locations of all other new DCs which are closely adjacent to appropriate Motorway and Dual carriageways.

The TA demonstrated that the traffic associated with the operation of the site can be accommodated on the local highway network at acceptable levels.

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 catchment area.

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.

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