

C) SOUNDNESS

Matter 1 – Proposed Mineral Sites

(ii) Mineral Cluster Sites

Cluster 2 – C7 Wareham to A35: AS12 Philliols Farm, AS-15 Tatchells Quarry, BC-04 Trigon Hill Quarry Extension

36. What evidence is there to demonstrate that cumulative traffic impacts of these sites in the Wareham area could be made acceptable?

36. There appears to be no substantial evidence that the cumulative traffic impacts of these sites would be unacceptable.

Tatchells Quarry benefits from an existing planning permission with an end date of 21 February 2042. There are no conditions attached to the permission limiting the number of vehicles permitted to enter or exit the site. A copy of the planning permission is attached at Appendix 1.

The proposals for Tatchells Quarry extension involve the use of an established access from Bere Road and a continuation of the existing permitted traffic movements over a relatively short time period (4 years). For this reason, it is not anticipated that there would be any increase in numbers of HGVs using the roads from those already permitted. Nor would there be any material alteration to road safety risk. Therefore the proposals will have very limited traffic impact.

A planning application has been made to the Dorset County Council in relation to the proposed working of the extension site (bearing reference: 6/2018/0378). The application was submitted on 25 June 2018, and is accompanied by a Transport Statement, a copy of which is attached at Appendix 2.

The application has been the subject of statutory consultation and the County Highways representative has responded with no objections to the application. A copy of this response is attached at Appendix 3.

37. The SA refers to housing and employment allocations at Wareham. Have these been taken into account?

37. Yes. The fact the SA refers to them shows an element of account must have been taken of them. As noted under question 36, the proposals for Tatchells Quarry extension involve the use of an established access from Bere Road and a continuation of the existing permitted traffic movements which should therefore have already been taken into consideration when assessing the housing and employment allocations themselves.

38. Should a cumulative traffic assessment, as suggested by Highways England, be obtained at the plan-making stage so that it can be established whether there is likely to be a significant impact on the Strategic Road Network?

38. No. This is not considered necessary with regards to Tatchells Quarry owing to the fact that the proposals involve the use of an established access from Bere Road and a continuation of the existing permitted traffic movements over a relatively short time period (4 years). For this reason, as explained in the response to question 36, it is not anticipated that there would be any increase in

numbers of HGVs using the roads from those already permitted. Nor would there be any material alteration to road safety risk. Therefore, the proposals will have very limited traffic impact.

In any event, it may also be difficult to ascertain the correct scenario under which to undertake such a cumulative traffic assessment. The limited information detailed in the SA and DGs may not be reflective of the actual proposals that come forward in a detailed planning application.

For Tatchells Quarry for instance, the proposals involve the extraction of 70,000 tonnes of material per annum over a period of 4 years, with a total amount of 280,000 tonnes extracted. This equates to 13 HGV departures per average working day, or 26 two-way HGV movements. i.e. $70,000 \text{ tonnes} / 275 \text{ working days} / 20\text{t average HGV capacity} = 13 \text{ HGV departures}$. The movements referenced in the SA appear to imply there will be 40 movements per day.

39. Should the DGs for Tatchells Quarry and Philliol's Farm specify that the two sites should not be worked simultaneously unless it could be clearly demonstrated that the highway network could safely accommodate the increase in traffic? If so, how would this work in practice?

39. No. This is not considered necessary with regards to the DGs for Tatchells Quarry owing to the fact that the proposals involve the use of an established access from Bere Road and a continuation of the existing permitted traffic movements over a relatively short time period (4 years). For this reason, it is not anticipated that there would be any increase in numbers of HGVs using the roads from those already permitted. Nor would there be any material alteration to road safety risk. Therefore, the proposals will have very limited traffic impact.

It may be considered appropriate that the DGs for Philliol's Farm include a reference that unless it could be clearly demonstrated that the highway network could safely accommodate the increase in traffic arising from the operation of the site, it should not be worked. Such a reference with regards to Tatchells Quarry is not considered necessary or appropriate.

40. Should the DGs for each site make reference to this cluster?

40. No opinion either way.

APPENDIX 1 – Tatchells Quarry Planning Permission Reference 6/1998/0694



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ENVIRONMENT ACT 1995: SECTION 96 AND SCHEDULE 13

Reference No. of application for approval of updated conditions

6/1998/0694

Date review application received

23 October 1998

DETERMINATION OF UPDATED PLANNING CONDITIONS UNDER SCHEDULE 13, PARAGRAPH 9 IN RESPECT OF OLD MINERAL PLANNING PERMISSION(S)

LOCATION OF MINERAL SITE Tatchells Quarry & Landfill,
 Seven Barrows,
 Bere Road,
 Wareham, Dorset, BH20 7PA

DETAILS OF THE RELEVANT PLANNING PERMISSION(S) FOR WINNING AND WORKING OF MINERALS OR THE DEPOSITING OF MINERALS WASTE TO WHICH THIS REVIEW DECISION RELATES

Original application No(s)	Dated	Description of the original permission(s) to which the updated conditions relate
300258	25 January 1949	Continue sand & gravel working
305798	25 November 1959	Extract sand and gravel.
6/1986/0568	26 January 1987	Winning & working of sand and gravel)

(Copies of the original decision notices are attached to this notice)

In pursuance of their powers under the above mentioned Act, the DORSET COUNTY COUNCIL, being the Mineral Planning Authority, HEREBY DETERMINE UPDATED PLANNING CONDITIONS for the mineral site and old minerals permissions described above. The conditions to which the above planning permission(s) shall now be subject are as set out in the attached sheets, and these 33 conditions shall be in substitution for the conditions previously imposed upon the above permission(s).

TO Mr Robert Westell
 Aggregate Industries Uk Ltd
 Callow Rock Quarry
 Shipham Gorge
 Cheddar, Somerset
 BS27 3DQ

SIGNED

Head of Planning

DATED 26 July 2006

PLEASE SEE OVERLEAF

Note: Application details and approved plans

Application 6/1998/0694 as amended by letters received 19 May 2005, 14 December 2005 and 8 June 2006 and plans 530/PL1B, 745PL1A rev 2 June 2006, 745/PL2, 745PL3, 745/PL4, 745/PL5, 745.PL6

Conditions apply to the consents 300258,305798 and 6/1986/0568 unless otherwise stated

Duration of consents 300258 and 305798

- 1 The development to which this permission relates shall permanently cease and the site shall be restored in accordance with the requirements of condition 24 or 25 not later than 21st February 2042.

Reason

To minimise the duration of disturbance from the development hereby permitted.

Duration of consent 6/1986/0568

- 2 The development to which this permission relates shall permanently cease and the site shall be restored in accordance with the requirements of condition 26 not later than 30 September 2009, unless otherwise approved by the Mineral Planning Authority (MPA).

Reason

To minimise the duration or disturbance from the development hereby permitted.

Working programme and phasing for area (North of Carey Road) within consent 300258

- 3 Unless otherwise approved in writing by the Mineral Planning Authority, no mineral working shall be carried out except in accordance with the working programme and phasing plans, drawing numbers 745/PL2 to 745/PL4 inclusive and 745/PL6 dated 21 April 2005 and explanatory text in section 6 - 10 of the application.

Reason

To enable the Mineral Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

Working programme and phasing for area (North of Carey Road) within consent 6/1986/0568

- 4 Unless otherwise approved in writing by the Mineral Planning Authority, the working restoration and aftercare of the site shall be carried out only in accordance with the working programme and phasing plans, drawing numbers 745/PL2 to 745/PL6 inclusive dated 21 April 2005 and explanatory text in section 6 - 10 of the application.

No working shall take place within the areas marked A & B on plan 745/PL1A revised 2 June 2006

Reason

To enable the Mineral Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

Working programme and phasing for area (South of 'Carey Road') within consent area 305798

5 Unless otherwise approved in writing by the Mineral Planning Authority or required by the terms of these conditions, the working, restoration and aftercare of the site shall be carried out only in accordance with the working programme and phasing plans, drawing numbers 745/PL2 to 745/PL4 dated 21 April 2005 and the explanatory text in section 6 - 10 of the application.

Reason

To enable the Mineral Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

Working area (South of Carey Road) within consent area 305798

6 No working shall take place within the area hatched orange on plan 745/PL1A revised 2 June 2006.

No working shall take place outside the area edged blue except in accordance with assessments and schemes covering the following that have been submitted to and approved in writing by the Mineral Planning Authority:-

- i) a Landscape and Visual Impact Assessment and proposals for mitigation of visual impacts
- ii) an Archaeological Evaluation undertaken in accordance with a scheme approved in writing in advance by the MPA
- iii) a Phase 1 Habitat Survey
- iv) surveys for the presence of reptile species, and if present an assessment of the numbers of individuals of each species.
- v) a Noise Survey and Mitigation Report to assess the potential for disturbance at 'South Lodge', 'Garden Cottage', and 'Carey House'
- vi) a scheme of working and restoration that takes account of and mitigates where appropriate the adverse impacts identified in the above work.

Should protected species be found, no works shall take place on the site, containing animals protected by the Wildlife and Countryside Act 1981 (as amended), except in accordance with schedule 8 of that Act and for European Protected Species a licence issued under Regulation 44 of The Habitat Regulations 1994.

Reason

To preserve the amenity of local residents and to protect the landscape, historical and ecological environments of the area

Hours of Working

7 Except in emergencies to maintain safe quarry working (which shall be notified to the Mineral Planning Authority as soon as practicable) or unless the Mineral Planning Authority has approved otherwise in writing:-

- (a) no operations, other than water pumping, servicing, environmental monitoring, maintenance and testing of plant shall be carried out at the site except between the following times:-

The area to the North of Carey Road (within consent areas 300258 & 6/1986/0568)

0600 hours and 1900 hours Monday to Friday;

0600 hours and 1300 hours Saturdays;

The area to the South of Carey Road (within consent areas 305798)

0800 hours and 1800 hours Monday to Friday

0800 hours and 1300 hours Saturdays;

- (b) no operations over any areas of the site, other than environmental monitoring and water pumping, shall take place on Sundays or Public Holidays.

Reason

To protect the amenities of local residents.

Sheeting of lorries

8 No loaded vehicles shall leave the site unsheeted except those only carrying stone in excess of 500 mm.

Reason

In the interests of highway safety and safeguarding the local environment.

Vehicle and access Cleaning

9 At the crossing of Carey Road the public highway should be kept clean and free of debris at all times throughout the life of the site.

Reason

In the interests of highway safety and to prevent mud and dust getting on the highway.

Vehicle Cleaning

10 The surface of the internal access road between the wheel washing facility and the site access onto the C7 (Bere Road) shall be metalled, drained and kept clear of debris throughout the life of the site.

Reason

To prevent mud being taken onto the highway.

Access to the Public Highway

11 No HGV's or LGV's shall leave the quarry complex shown on drawing 745/PL1A revised 2 June 2006 except via the access to the C7 (Bere Road) shown on that drawing.

Reason

To control the means of access to the site and in the interest of highway safety

Noise

12 All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers.

Reason

To ensure minimum disturbance from the operations and avoidance of nuisance to the local community.

Noise

13 Within 6 months of the date of this determination, a scheme for monitoring noise levels arising from the site shall be submitted to the Mineral Planning Authority for written approval.

The scheme shall provide for:

- (i) attended measurements by a competent person of A weighted Laeq 5 minute noise levels over 1 hour at locations to be proposed but shall include locations to assess the noise levels at 'South Lodge' & 'Heath Cottage',
- (ii) details of equipment to be used for monitoring, which shall be a precision Grade 1 sound level meter (set at fast response),
- (iii) monitoring during typical working hours with the main items of plant and machinery in operation (on occasions the MPA may specify the time of day to be monitored),
- (iv) the logging of all weather conditions, approximate wind speed and direction and both on site and off site events occurring during measurements including 'phased out' extraneous noise events,
- (iv) monitoring results to be forwarded to the Mineral Planning Authority within 14 days of measurement,
- (vi) the frequency of monitoring, which shall initially be annually, shall include the provision for extra monitoring in the light of noise complaints,

Unless otherwise approved in writing by the MPA the approved scheme shall be implemented throughout the life of the development.

Reason

To enable the effects of the development to be adequately monitored during the

course of the operations.

Noise

14 Unless otherwise approved in writing by the MPA the developer shall ensure that the continuous A weighted sound level (freefield) over any one hour period generated by the operations hereby approved does not exceed:

- i) 52dB(A) at any residential property apart from 'South Lodge' and neighbouring properties during operational hours,
- iii) At 'South Lodge' and neighbouring properties
55dB(A) between 0700 and 1800 hours on Mondays to Fridays
and between 0800 and 1300 hours on Saturdays
52dB(A) between 0600 and 0700 and between 1800 and 1900 hours
Mondays to Fridays

At all other times levels at any residential properties shall not exceed 42 dB(A)

If the sound measured within the monitoring period contains any continuous definite distinguishable note (whine, hiss, screech, squeal hum etc) or if there are significant irregularities in the noises, including impulsive irregularities such as bangs, clicks, clatters or thumps, then 5 dB(A) shall be added to the measured sound level prior to determining whether the limits set out are being complied with.

This sub-condition shall not apply to the reversing beepers attached to any mobile plant. However, 'Best Practical Option' principles shall be used such as the provision of 'White Noise' beepers

Reason

To protect the amenities of local residents.

Water Protection and Pollution

15 Any chemical, oil or fuel storage containers on the site shall be sited on an impervious surface with bund walls; the bunded areas shall be capable of containing 110% of the container's or containers' total volume and shall enclose within their curtilage all fill and draw pipes, vents, gauges and sight glasses. There must be no drain through the bund floor or walls.

Reason

To minimise the risk of pollution of watercourses and aquifers.

Provision for Rescue of Protected Species

16 Unless otherwise approved in writing by the Mineral Planning Authority, reptile species at the site and their associated habitat shall be managed in accordance with the strategy prepared by D.R. Bird dated 4/12 /2005 attached to the letter from Aggregates Industries dated 12/12/05. No works shall take place on the site, within the areas identified in the report, entitled Tatchells Pit Herpetofauna Survey 2001-2002, to contain animals protected by the Wildlife and Countryside Act

1981 (as amended), except in accordance with schedule 8 of that Act and for

European protected species a licence issued under Regulation 44 of The Habitat Regulations 1994.

Reason

To ensure protected species are moved to alternative habitats.

Protection of existing trees and hedges

17 Unless otherwise approved in writing all trees and hedgerows outside the approved working phases shall be protected from damage throughout the life of the development. The means of protection shall include:

- i) measures to prevent disturbance to soil levels within the root spread of the tree or hedgerow.
- ii) protective fencing erected at a distance of not less than 3 metres from the trunk where operations take place within the vicinity.

Nothing shall be stored or placed in any area protected and the ground levels within these areas shall not be altered without the prior written approval of the Mineral Planning Authority.

Reason

To maintain the screening of the site in the interest of local residents, to protect the amenity and landscape character of the area and to minimise long distant views into the site from the AONB to the south.

Maintenance of trees

18 Trees, shrubs and hedges planted in accordance with the approved plans and details shall be maintained and any plants which within 5 years of planting die, are removed or become seriously damaged or deceased, shall be replaced in the next planting season with others of similar size and species, unless otherwise approved in writing by the Mineral Planning Authority.

Reason

To maintain the screening of the site in the interest of local residents, to protect the amenity and landscape character of the area and to minimise long distant views into the site from the AONB to the south.

Retention of tree screens South of Carey Road (within consent area 305798)

19 No working shall take place, and the vegetation and trees shall be retained within the 5m wide tree belt within and adjacent to the southern boundary of the area edged blue shown on plan 745/PL1A revised 2 June 2006, unless and until the requirements of condition 6 have been met.

Reason

To maintain the screening of the site in the interest of local residents, to protect the amenity and landscape character of the area and to minimise long distant views into the site from the AONB to the south.

Control of noxious weeds

20 All disturbed areas of the site and all topsoil, soil making material and overburden mounds shall be kept free from noxious weeds [such as thistles, docks, Japanese knotweed and ragwort].

Reason

To prevent a build up of harmful weed seeds in soils that are being or will be used for agriculture or nature conservation.

Soil Stripping

21 Topsoil, subsoil and soil making material shall only be stripped when they are in a dry and friable condition, and no movement of soils shall occur:

- (a) during the months October to April (inclusive), unless otherwise approved in writing by the Mineral Planning Authority; or
- (b) when the top soil has a moisture content which is equal to or greater than that at which the soil becomes plastic, tested in accordance with the 'Worm Test' as set out in BS 1377:1975 - 'British Standard Methods Test for Soils for Civil Engineering Purposes'; or
- (c) there are pools of water on the soil surface.

Reason

To prevent damage to soils.

Soil Storage

22 Topsoil heaps shall not exceed 3 metres in height and Sub soil heaps 5m in height, unless otherwise approved in writing by the MPA.

Reason

To protect the soil structure for satisfactory eventual use in restoration.

Early cessation (South of Carey Road) within area of consent 305798

23 In the event of a cessation of winning and working of minerals and silt disposal prior to the completion of the approved working schemes as specified in condition 5, and which in the opinion of the Mineral Planning Authority constitutes a permanent cessation within the terms of paragraph 3 of Schedule 9 of the Town and Country Planning Act 1990, a revised scheme, to include details of reclamation and aftercare, shall be submitted in writing for approval to the Mineral Planning Authority, within 6 months of the cessation of winning and working. The approved revised scheme shall be fully implemented within 12 months of the written approval unless otherwise agreed in writing by the Mineral Planning Authority.

Reason

To enable the Mineral Planning Authority to adequately control the development and to ensure that the land is restored to a condition capable of beneficial afteruse

Restoration (North of Carey Road) within area of consent 300258

24 Unless otherwise approved in writing by the MPA the site shall be restored to a state suitable for amenity (nature conservation) within four years of the permanent cessation of the winning and working of minerals, save for any area of the site that is actively being used in connection with landfill waste disposal operations permitted by permission 6/75/742 dated 08/03/1976.

A scheme for the restoration within the site area of 300258 that is not actively being used in connection with development permitted by permission 6/75/742 shall be submitted to the MPA for approval within three months of the permanent cessation of winning of minerals at the site.

The submitted scheme shall include:-

- (i) Ground levels and surface preparation
- (ii) Soil depth and preparation
- (iii) The establishment of any ephemeral ponds or wetland where appropriate
- (iv) A timetable for implementation

The site shall thereafter be restored in accordance with the approved scheme.

Reason

To enable the MPA to adequately control the development and to ensure the land is restored to a condition capable of beneficial afteruse.

Restoration (South of Carey Road) within area of consent 305798

25 Within four years of the date of this determination a scheme of restoration, to a state suitable for nature conservation, shall be submitted to the MPA, for approval in writing.

The submitted scheme, shall include the following details :

- (i) A contour plan showing restoration levels
- (ii) Surface preparation
- (iii) Soil depths and preparation
- (iv) The establishment of ephemeral ponds or wetland where appropriate

The approved scheme shall be implemented in full within two years of the permanent cessation of the winning & working of mineral at the site, unless otherwise approved in writing by the MPA.

Reason

To enable the MPA to adequately control the development and to ensure the land is restored to a condition capable of beneficial afteruse.

Restoration within consent area 6/86/0568

26 Unless otherwise approved in writing by the MPA, the restoration of the areas within consent 6/86/0568 shall be in accordance with the details submitted in the 'Tatchell's Quarry Landfill Site Restoration & Aftercare Management plan' revised December 1998, shown on plan 530/PL1B dated 17 Feb 1998 and revised by letter from Viridor dated 31 May 2000 and letters from DCC dated 27 January 1999 and 1 June 2000

Reason

To enable the MPA to adequately control the development and to ensure the land is restored to a condition capable of beneficial afteruse.

Aftercare

27 A 5 year aftercare scheme, detailing such steps as may be necessary to bring the land restored in accordance with this permission to the required standards for nature conservation and amenity use, shall be submitted for approval in writing by the MPA, not later than one year prior to the anticipated date of completion of the restoration of the site.

The submitted scheme shall specify the steps to be taken and the periods during which they are to be taken and shall include:

- (i) Details of seeding and/or heathland brashing application
- (ii) Details of planting including species, spacing and numbers
- (iii) Measures to protect planting from rabbits, deer etc.
- (iv) Fencing
- (v) Fertilizing
- (vi) Weed control

Such steps shall be carried out for a period of 5 years from the completion of the restoration of the site.

Unless otherwise approved in writing by the MPA aftercare of the restored land which is the subject of this determination shall be carried out in accordance with the aftercare scheme as approved by the MPA.

Reason

To ensure the productive afteruse of the land and in accordance with the guidance provided by MPG7

Production records

28 From the date of this permission the operator of the site shall maintain records of the annual output [sales] by type of material. These records shall be sent to the Mineral Planning Authority by the end of February each year for the previous calendar year.

Reason

In order that the Mineral Planning Authority can monitor the output of the site.

Importation of material for processing within the area of consents 300258 & 6/1986/0568 (North of Carey Road)

- 29 Unless otherwise approved in writing by the MPA, no material shall be imported into the site for processing apart from the mineral that remains to be extracted in accordance with permission 6/1988/0373 at Bestwall & Swineham and the mineral that remains to be extracted within permission 305798 (South of Carey Road)

Reason

To control operations at the site and to prevent ongoing use of the processing plant

Processing within consent area 305798 (South of Carey Road)

- 30 Unless otherwise approved in writing by the MPA no processing of mineral shall take place within the area of consent 305798

Reason

To protect the amenities of the area and local residents

Dust

- 31 Adequate measures shall be implemented at all times to suppress dust and to minimise the generation of dust by operations at the site.

Reason

To safeguard the amenity of adjoining residents and landowners.

Tree and Hedge Screens within consent 305798 (South of Carey Road)

- 32 Within 3 months of the date of this determination a scheme of tree and hedge planting shall be submitted to the MPA for determination in writing. The approved scheme shall be implemented in full during the winter 2006/2007 planting season. The scheme shall include planting on the Carey Road boundary, the thickening of the planting on the southern lease area boundary and replacement planting to screen views from the east of this area

Reason

To maintain the screening of the site in the interest of local residents, to protect the amenity and landscape character of the area and to minimise long distant views into the site from the AONB to the south.

Tree and Hedge Screen within consent 300258 (North of Carey Road)

- 33 Within 3 months of the date of this determination a scheme of tree and hedge planting shall be submitted to the MPA, for determination in writing. The approved scheme shall be implemented in full during the winter 2006/2007 planting season. The scheme shall provide for the establishment of a hedge on the Carey Road boundary, to screen the views to the north.

Reason

To maintain the screening of the site in the interest of local residents, to protect the amenity and landscape character of the area and to minimise long distant views into the site from the AONB to the south.

Reason for Determination of Conditions

To apply new conditions for the site so as to bring the control and operating standards of the site up to modern standards where possible within the constraints of the legislation and guidance, without the need to pay compensation, in accordance with the requirements of section 96 and schedule 13 of the Environment Act 1995.

NOTES

ENVIRONMENT ACT 1995 Schedule 13, paragraphs 10, 11 and 16

1. The applicant has a right of appeal to the Secretary of State for the Environment when:
 - (a) the Mineral Planning Authority determines conditions which differ from those submitted by the Applicant; or
 - (b) the Mineral Planning Authority has given notice that, in its opinion, the restriction of working rights would not prejudice adversely to an unreasonable degree either the economic viability of operating the site or the asset value of the site.
2. An appeal must be made by giving notice to the Secretary of State for the Environment within six months of receipt of this notice. Appeals must be made on a form which is obtainable from The Planning Inspectorate, Room 3/01 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN



APPENDIX 2 – Transport Statement accompanying Application 6/2018/0378

Tatchells Quarry, Dorset

Final

May 2018

60570999

Prepared for:

Aggregate Industries UK Ltd

Transport Statement

Revision Record

<i>Rev</i>	<i>Date</i>	<i>Details</i>	<i>Prepared By</i>	<i>Reviewed By</i>	<i>Approved By</i>
00	May 18	Draft	A Draper	R Paradise	D Godfrey
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Appendices

Appendix A – Traffic Survey Data

Limitations

AECOM Infrastructure & Environment UK Limited (AECOM) has prepared this Report for the sole use of **Aggregate Industries UK Ltd.** in accordance with the Agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by AECOM. This Report is confidential and may not be disclosed by the Client nor relied upon by any other party without the prior and express written agreement of AECOM.

The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken in **April 2018** and **May 2018** and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

AECOM disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to AECOMs' attention after the date of the Report.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. AECOM specifically does not guarantee or warrant any estimate or projections contained in this Report.

Unless otherwise stated in this Report, the assessments made assume that the sites and facilities will continue to be used for their current purpose without significant changes.

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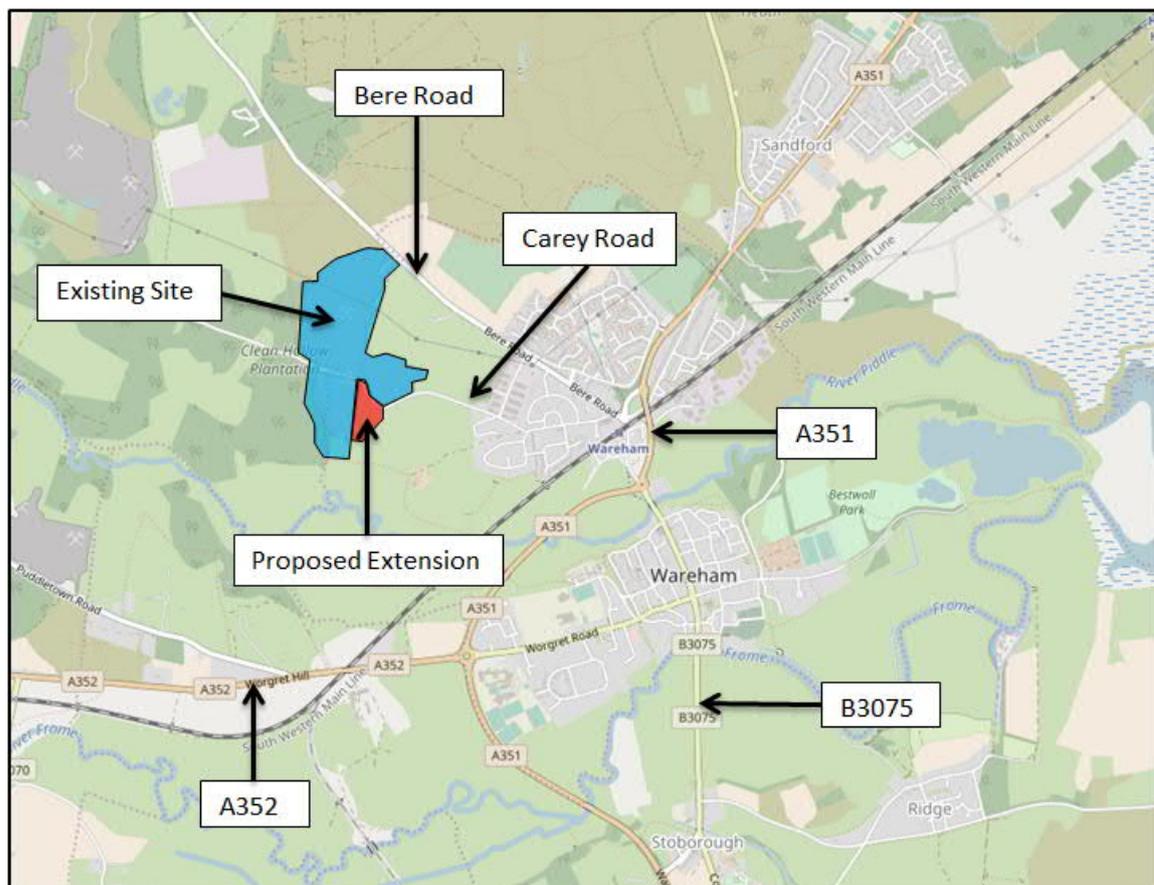
1 Introduction

1.1 Overview

AECOM has been commissioned by Aggregate Industries UK Ltd to prepare a Transport Statement (TS) supporting a planning application for the extension of Tatchells Quarry into an adjoining area, known as “Baggs Land”.

Figure 1.1 shows the location of the site within the local highway network, with full site plans provided as part of the full planning application submission.

Figure 1.1: Site Location



Map reproduced from OpenStreetMap (openstreetmap.org) and contains Ordnance Survey data © Crown copyright and database right 2010-12.

1.2 Methodology and Scoping

The National Planning Policy Framework (NPPF, March 2012) states that “all developments that generate significant amounts of movement should be supported by a Transport Statement (TS) or Transport Assessment (TA).”

The online National Planning Practice Guidance (NPPG) portal states that: “local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).”

Given that the proposed scheme is an extension to an existing site, a TS has been produced to assess the impact of the proposed development on the local highway network.

2 Policy Context

2.1 Overview

The purpose of this section is to identify the planning policy context within which the development is being brought forward. It considers both national and local (transport-related) planning policy.

The following documents have been reviewed:

- National Planning Policy Framework (NPPF, 2012);
- Bournemouth, Poole and Dorset Local Transport Plan 3 (2011);
- Dorset Minerals Strategy (2014);
- Dorset Mineral Sites Plan (Submitted 2018); and
- Dorset Freight Map (2012).

2.2 National Planning Policy: NPPF

The NPPF sets out the Government's planning policies for England and provides a framework to develop localised planning strategies. Paragraphs 29 to 41 set out the Government's development planning policies with respect to transport. These paragraphs focus on, and emphasise, the promotion of sustainable transport. NPPF states that plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

The key policy test in the NPPF, therefore, is that transport impacts are not 'severe'. This is confirmed by the NPPG which states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

The NPPF also makes the point that: "Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and *can only be worked where they are found*, it is important to make best use of them to secure their long-term conservation."

2.3 Bournemouth, Poole and Dorset Local Transport Plan 3

The Bournemouth, Poole and Dorset Local Transport Plan (LTP3) sets out a 15 year strategy, outlining a long term vision for how transport will be managed within the area of the proposed application. It was adopted in April 2011 and covers the period from 2011 – 2026. The following policies from the document are considered relevant to the development:

POLICY LTP D-3

Traffic should be encouraged to use the strategic or local road network as appropriate to enhance the overall efficiency of the highway network and minimise the congestion and environmental impacts arising from the use of less suitable routes. In conjunction with neighbouring authorities and the HA, east-west traffic through Dorset will be discouraged from using inappropriate routes by:

- i. Direction signing targeting long distance traffic to use the A31 / A35 Trunk Roads, and local traffic to use the local road network
- ii. Better information for tourists
- iii. Promotion (and signing) of rail based Park & Ride
- iv. Working with satellite navigation companies to ensure data reflects appropriate routing
- v. Reviewing HGV routing

2.4 Dorset Minerals Strategy

The Minerals Strategy was adopted by Dorset County Council (DCC) on 6th May 2014. The Minerals Strategy is *“a plan setting out the vision, objectives and policies for meeting Bournemouth, Dorset and Poole's mineral needs. It sets out the strategy for quarrying stone, sand and gravel, ball clay and other minerals within the county, taking into account the need to meet requirements in a sustainable manner. The plan contains the policies and criteria used for considering planning applications for mineral developments”* (DCC, 2014).

Tatchell Quarry isn't specifically referenced in the Minerals Strategy; however the following policies from the document are particularly applicable to the extension at the site:

Policy DM2 - Managing Impacts on Amenity

Proposals for minerals development in Bournemouth, Dorset and Poole will only be permitted where the proposals demonstrate that, for the life-cycle of the proposed development; any potential adverse impacts associated with the following considerations are avoided and/or adequately mitigated to an acceptable level:

- a. noise levels;
- b. dust levels;
- c. air emissions;
- d. lighting;
- e. visual and landscape impacts,
- f. vibration levels,
- g. site related traffic impacts; and
- h. stability of the land at and around the site, both above and below ground level.

Proposals for mineral development should be accompanied, where appropriate, by an assessment of the above impacts of the proposal. Where a need for mitigation is identified by the assessment and / or through consultation with key stakeholders, mitigation measures should be defined and submitted as part of the development proposal.

The assessment, together with any required mitigation, must consider impacts over the entire life-cycle of the proposed development. The fact that impacts of mineral extraction, including those resulting from HGVs and other traffic servicing the proposed development, may extend for considerable distances beyond the boundaries of the proposed development site must be taken into consideration and appropriately mitigated.

Policy DM8 - Transport and Minerals Development

Minerals development which could have an adverse impact as a consequence of the traffic generated by it will only be permitted where it is demonstrated, through a Transport Assessment that:

- a. A safe access to the proposed site will be provided;
- b. There will be no adverse impact on the Strategic, Primary and/or Local road network;
- c. Developers will provide the funding for any highway and transport network improvements necessary to mitigate or compensate any adverse impact on the safety, capacity and use of a highway, railway, cycleway or public right of way and that these improvements will be delivered in a timely manner; and
- d. The proposal, where possible, has direct access or suitable links with the Dorset strategic highway network or primary route network.

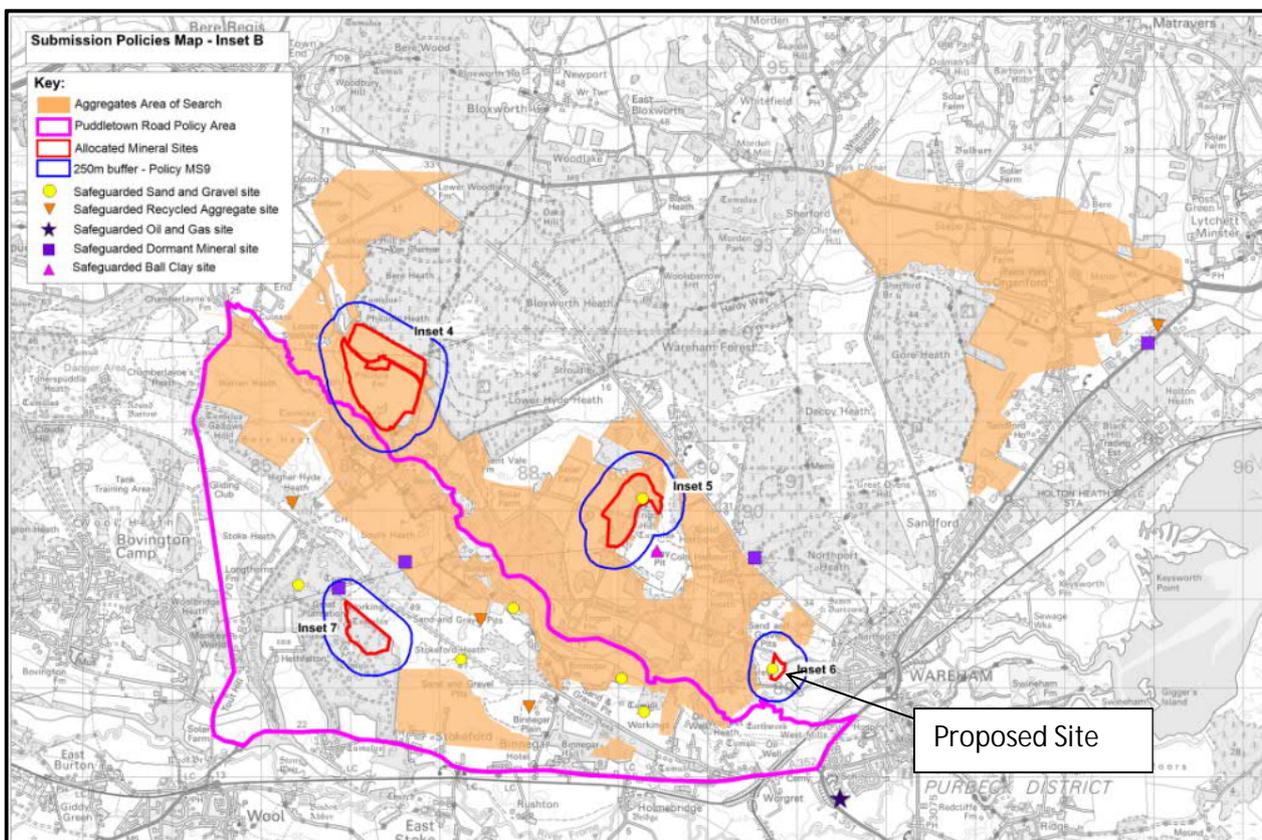
Sustainable transportation should be used where possible and practical, including through minimising distance travelled by road and maximising the use of transport means such as rail, water, pipelines or conveyor belts to transport minerals where practicable and environmentally acceptable. Mineral site transport plans should be established.

2.5 Dorset Minerals Sites Plan

The Dorset Minerals Sites Plan was submitted to the Secretary of State for Communities and Local Government on 29 March 2018. The Mineral Sites Plan is being prepared to accompany the Minerals Strategy (2014). It will identify sites for mineral extraction to meet national, regional and local needs. Once adopted, the Mineral Sites Plan will allocate suitable sites for the future quarrying of sand and gravel, building stones and ball clay to meet development requirements.

The proposed extension at Tatchells Quarry was included as part of the pre submission draft for the minerals sites plan. Figure 2.1 below shows the site included within Inset B of the submission policies map, highlighted as 'Inset 6'.

Figure 2.1: Submission Policies Map – Inset B



Source: Submission Policies Map and Inset Maps, Dorset County Council (December 2017)¹

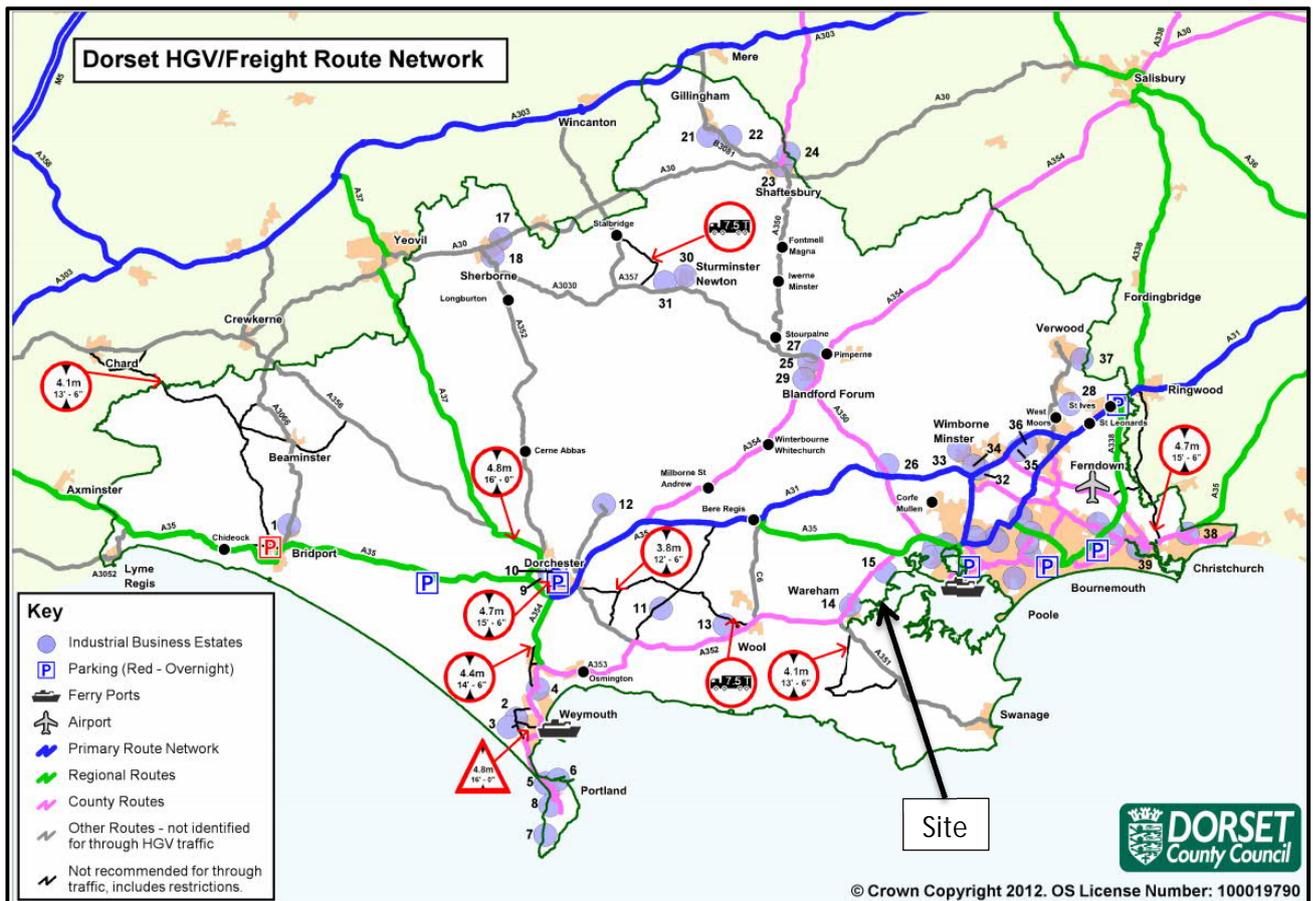
2.6 Dorset Freight Map

The Dorset HGV / Freight Route Network maps provide information enabling HGV's to ensure that they use the most appropriate routes for their operations and minimise the impact on other road users and local residents. The A351 (located 1.5km east of the site) and A352 (south of the site) are identified as advisory 'County Routes'. Furthermore, the A351 leads to the A35 which is designated as an advisory 'Regional Route' which provides further access onto the A31 which is identified as a 'Primary Route Network'.

The HGV / Freight Route Map for Dorset is shown in Figure 2.2.

¹ Available from: https://www.dorsetforyou.gov.uk/media/223930/Pre-submission-draft-Mineral-Sites-Plan-December-2017---Part-2-Insets-1-8/pdf/Pages_76-92_insets_1-8.pdf

Figure 2.2: Dorset HGV / Freight Route Network Map²



2.7 Summary

Planning and transport policy at a national and local level stresses the importance of minimising the (environmental) impacts of developments on existing communities. The key policy test, however, is that contained within the NPPF which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are “severe”.

The site benefits from existing references in the Dorset Minerals Site Plan and is in close proximity to routes identified on the Dorset Lorry Route Map.

² Available from: https://www.dorsetforyou.gov.uk/media/174658/Freight-Map-Dorset/pdf/Freight_Map_Dorset.pdf

3 Base Conditions

3.1 Overview

The purpose of this section is to describe the transport conditions which currently exist in the vicinity of the Site. It details the traffic surveys undertaken to inform the analysis later in this report and considers matters of road safety.

3.2 Site & Current Operations

Site Components: The proposed Site is approximately 2.5ha and would be a south easterly extension to the existing Tatchell's Quarry. The extension area has not been previously worked and is currently identified as agricultural land.

The Site is bisected by Carey Road. Restoration (landfilling) of the northern area was completed over 10 years ago. Extraction of the material to the south of Carey Road commenced circa 2000, but was mothballed in 2008. Extraction recommenced in December 2016.

Access: Tatchell's Quarry benefits from an existing access onto the Bere Road. This access is in the form of a priority T – junction which has been designed to allow for turning HGVs. Vehicles are required to Stop when approaching the junction from the access arm, rather than Give Way. At the point of the site access, Bere Road is a 50mph, two-way single carriageway.

As noted above, the Site is bisected by Carey Road. A vehicular crossing provides connection between the two quarrying areas.

Hours of Operation: The current hours of operation which apply to the existing quarry are as follows:

For the area to the north of Carey Road:

- 06:00-19:00 hours, Monday to Friday;
- 06:00-13:00 hours on Saturdays; and
- No operations take place on Sundays or Public Holidays

For the area to the south of Carey Road:

- 08:00-18:00 hours, Monday to Friday;
- 08:00-13:00 hours on Saturdays; and
- No operations take place on Sundays or Public Holidays

Trip Generation: Vehicle movements to and from the Site are generated by both staff and HGVs.

Tatchell's Quarry has historically extracted up to 70,000 tonnes per annum of various grades of sand for local construction markets in the Wareham and Poole area. The areas of the existing Site, to the north of Carey Road, have been extracted and fully restored through infilling of putrescible waste by Viridor. The current extraction area is within the land south of Carey Road, whereby sand is extracted and transferred by dumper truck, across Carey Road, into the northern part of the Site where it is dry screened before being distributed by road.

An extraction rate of 70,000 tonnes is the equivalent of 13 HGV departures per average working day, or 26 two-way HGV movements, i.e.

$$70,000 \text{ tonnes} / 275 \text{ working days} / 20\text{T average HGV capacity} = 13 \text{ HGV departures}$$

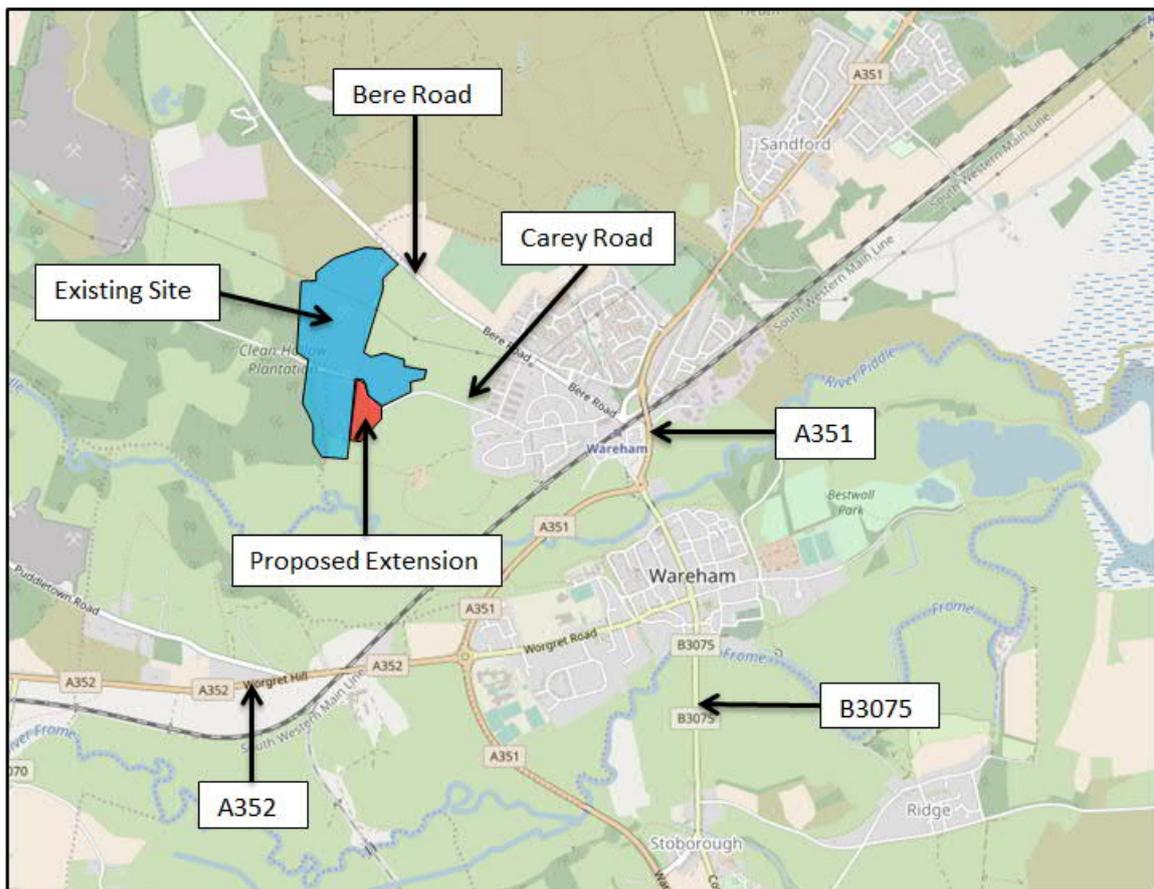
3.3 Local Highway Network

Bere Road (from which the site is accessed) routes from its roundabout junction with Sandford Road at Northport, to around 600m north west of the site access where it becomes an unnamed road and then 'Sugar Hill' which leads to the A35. At the 3 arm roundabout junction of Bere Road / Sandford Road, the northern arm extends as an access onto the A351 which is designated as an advisory 'County Route'.

The nearest major trunk road to the proposed site is the A35, which is to the north of the site. The nearby towns of Dorchester, Weymouth, Poole and Bournemouth are all easily accessible from the site and the proximity to the A35 facilitates wider transport of aggregates.

The local and wider strategic highway networks are shown in Figures 3.1 and Figure 3.2 respectively.

Figure 3.1: Local Highway Network



Map reproduced from OpenStreetMap (openstreetmap.org) and contains Ordnance Survey data © Crown copyright and database right 2010-12.

Figure 3.2: Wider Highway Network



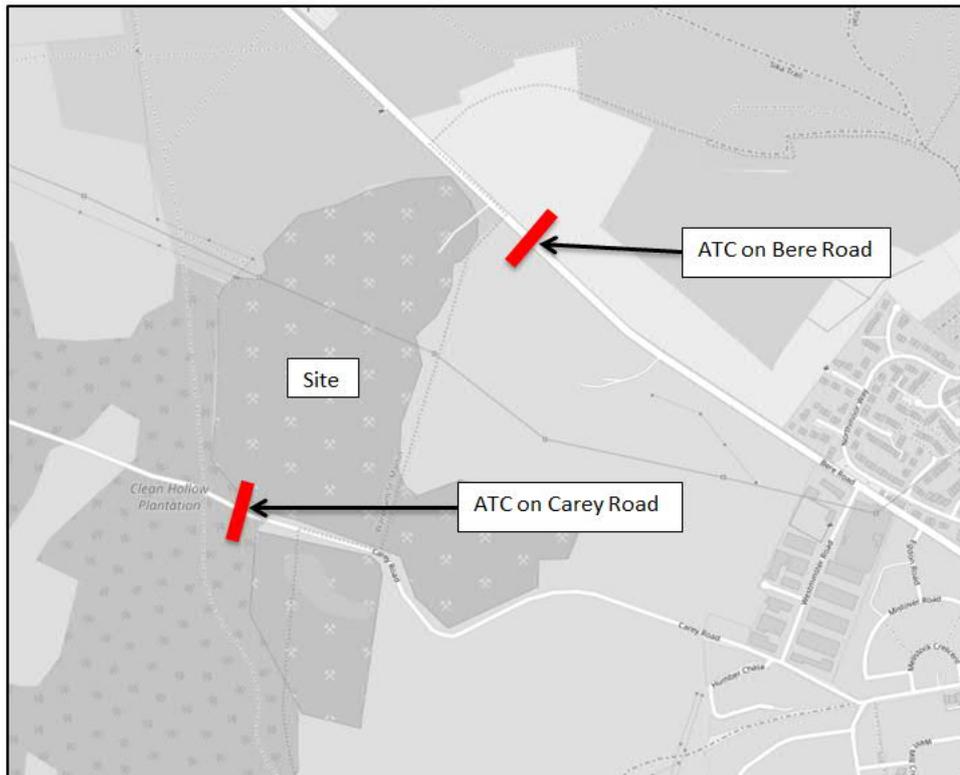
Map reproduced from OpenStreetMap (openstreetmap.org) and contains Ordnance Survey data © Crown copyright and database right 2010-12.

3.4 Traffic Surveys

A traffic survey has been arranged to inform this study. According to the document, *How the National Road Traffic Estimates are Made* (DfT, 2007), traffic counts are normally undertaken during the 'neutral' months of March, April, May, June, September and October (but outside of school holidays). This is to ensure seasonal impacts are minimised. The Automatic Traffic Count's (ATC's) supporting this TS were conducted between the 20th and 26th April 2018 (inclusive).

Two separate ATC's were conducted, the first on Bere Road, east of the quarry access (Figure 3.3) and the second on Carey Road, west of the access junction to the northern and southern areas of the site. These ATC's recorded all vehicle movements on this section of the highway network, including traffic volumes, classifications and speeds. The traffic survey data is summarised in Table 3.3.

Figure 3.3: ATC Location's



Map reproduced from OpenStreetMap (openstreetmap.org) and contains Ordnance Survey data © Crown copyright and database right 2010-12.

Table 3.3: ATC survey's – (in vehicle numbers)

ATC Location	Weekday AM Peak (0800-0900hrs)	Weekday PM Peak (1700-1800hrs)	12hr Average Weekday (0700-1900hrs)	Annual Average Daily Traffic (AADT)	Average Weekday HGV %
Bere Road	324	305	3,155	3,475	17.1%
Carey Road	23	15	214	211	12.4%

For comparison with Table 3.2, a new single carriageway two-way rural road would be expected to accommodate up to 13,000 Annual Average Daily Traffic (AADT, Source: Design Manual for Roads and Bridges, DMRB, Volume 5).

The ATC surveys were also specified to record the speed of traffic. The traffic on Bere Road was travelling at an 85%ile speed of 54mph, and the 85%ile speed of traffic on Carey Road was 34mph.

Full traffic survey data is provided in Appendix A.

3.5 Road Safety

The Guidance on Transport Assessment (GTA, Department for Transport, 2007) states that a TA should “*establish the current personal injury accident records for the most recent three-year period, or five years if this is considered to be more appropriate.*” As such, road safety collision statistics have been obtained via the CrashMap database from 01/01/2012 to 31/12/2016 to provide at least 5 full years of accident data.

The data obtained relates to those collisions that resulted in a personal injury and which were reported to the police. This data (known as STATS19 statistics) is generally recognised to be the most complete record of road collisions occurring on the local highway network. For the avoidance of

doubt, and as is normal practice, they do not include statistics from collisions resulting in “damage-only” to vehicles, or which were not reported to the police.

Each collision resulting in a personal injury is classed as either ‘slight’, ‘serious’ or ‘fatal’ by the police depending on the most serious injury resulting from the collision (i.e. a collision resulting in two ‘slight’ injuries and one ‘serious’ injury would be classified as a ‘serious’ collision). Collisions classified as ‘serious’ generally involve injuries requiring hospital treatment, such as a broken bone. Fatal collisions are those in which a casualty dies within 30 days of the collision occurring.

A total of 7 collisions have occurred within the study area since 2012. Six of the seven collisions were classified as ‘slight’, whilst one collision was classified as ‘serious’. There have been no ‘fatal’ collisions within the study area over the past 5 full years of collision data. Of the collisions:

- Two occurred on Bere Road between the site access and the A351 (both classed as ‘Slight’ by the police); and
- Thirteen occurred on Bere Road between the site access and the A35 (including three classed as ‘Serious’ by the police, and one as Fatal).

There appears to be no specific collisions clusters occurring along this stretch.

No collisions have occurred at or within close vicinity to the site access junction onto Bere Road.

Given that for much of the most recent five year period the extraction site was mothballed, longer term of collision records (January 1999 to September 2017) have also been obtained. These show that one collision occurred at the location of the vehicular crossing on Carey Road in June 2008 (and was classed as ‘Slight’ by the police).

3.6 Summary

Tatchells Quarry:

- benefits from an existing access onto Bere Road;
 - planning permissions on the existing site relate to sand and gravel extraction;
 - a recent traffic survey of Bere Road currently accommodates 3,475 AADT; and
 - no collisions have occurred near to the existing access within the past 5 years.
-

4 Proposed Development

4.1 Development Proposals

Proposals: The proposed extension to the existing site is as follows:

- Proposal to extract circa 230,000 tonnes of fine sand and 50,000 tonnes of overlying clay flint from an area of land known as 'Baggs Land', which is adjacent to the existing southern area of Tatchell's Quarry.
- Output is expected to be approximately 70,000 tonnes per annum with full extraction taking approximately 4 years to complete.
- It is understood the deposit will be accessed via existing ramps in the existing quarry to the west of the extension area. Aggregate will be taken to and processed at the existing site, north of Carey Road for export by road using the access off Bere Road.
- After full extraction of the sand and clay flint at Baggs Land, the site would be restored using site won materials to a mosaic of interconnected habitats for the benefit of nature conservation and ecology.

Trip Generation: An output rate of 70,000 tonnes per annum equates to 13 HGV departures per average working day, or 26 two-way HGV movements. i.e.;

$$70,000 \text{ tonnes} / 275 \text{ working days} / 20\text{T average HGV capacity} = 13 \text{ HGV departures}$$

The proposal will therefore result in no additional HGV departures per working day compared to historic levels.

Hours of Operation: It is proposed that the currently approved hours of operation which apply to extraction and processing at Tatchell's Quarry will be maintained.

4.2 Highway Capacity

Bere Road is currently accommodating less traffic than its theoretical maximum, and the addition of trips associated with the proposal would not materially alter traffic volumes. As such, there should be no highway capacity issues associated with the proposal.

4.3 Environmental Impact

The Institute for Environmental Assessment (IEA) *Guidelines for the Environmental Assessment of Road Traffic* can be used to judge in broad terms the environmental impact of the development in terms of its traffic impact.

The purpose of the Guidelines is to provide the basis for a systematic, consistent and comprehensive coverage for the appraisal of traffic impacts for a variety of development projects. In terms of general environmental assessment, the guidelines were effectively superseded by the Guidelines for Environmental Impact Assessment but they still provide a useful rule of thumb since the focus of the IEA guidelines is on assessment thresholds relating to traffic impact and not on assessment methodologies for specific types of environmental assessment.

The impacts considered by the IEA Guidelines include; noise, vibration, visual effects, severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, accidents and safety, hazardous loads, air pollution, dust and dirt, ecological effects, and impact on heritage and conservation areas.

As a guideline, the IEA suggest that highway links (i.e. roads) should be separately assessed when:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%)
 - Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more.
-

The IEA Guidelines go on to state that:

“At a basic level, it should...be assumed that projected changes in traffic of less than 10% create no discernible environmental impact,” and that;

“Previous research has indicated that the most discernible environmental impacts of traffic are noise, severance, pedestrian delay and intimidation,” and that;

“Other environmental impacts are less sensitive to traffic flow changes, and it is recommended that, as a starting point, a 30% change in traffic flow represents a reasonable threshold for including a highway link within the assessment”.

Table 4.1 compares the expected traffic generation with the current number of vehicles traveling along Bere Road.

Table 4.1: Traffic Generation Comparison

Road	Current Traffic Flow (Weekday, 12 hours)	Expected Traffic Generation	Total Expected Traffic Flow	Percentage increase
Bere Road	3,155	26	3,181	0.8%

Table 4.1 shows there is unlikely to be a material environmental impact of the proposed scheme; especially when considering the proportion of additional movements and the number of staff that will be employed. The changes in traffic flow are well below the thresholds identified in the IEA guidelines.

4.4 Road Safety

Given the lack of collision locations requiring mitigation at the current time, it is not anticipated that the proposed development would lead to any change in collision risk.

4.5 Summary

The proposed development site would not result in large increase in either HGV movements or staff numbers, thus is not expected to have a detrimental effect upon the highway network.

5 Conclusions and Summary

It is proposed to continue working Tatchell's Quarry via an extension to the quarry area. The site benefits from an existing access onto Bere Road, which is suitable for use by HGV traffic, and is referenced within Local Plan policy. The site is bisected by Carey Road, and an existing vehicular crossing provides connection between the two quarrying areas.

The total number of vehicles generated by the site would be similar to historic levels, and the total number of trips would not materially alter road safety risk. As such, the proposals would be compliant with both the NPPF and the relevant local planning policies (DM2 and DM8).

Given the above, there are no highway or transportation reasons why the proposed application should be refused.

Appendix A
Traffic Survey Data

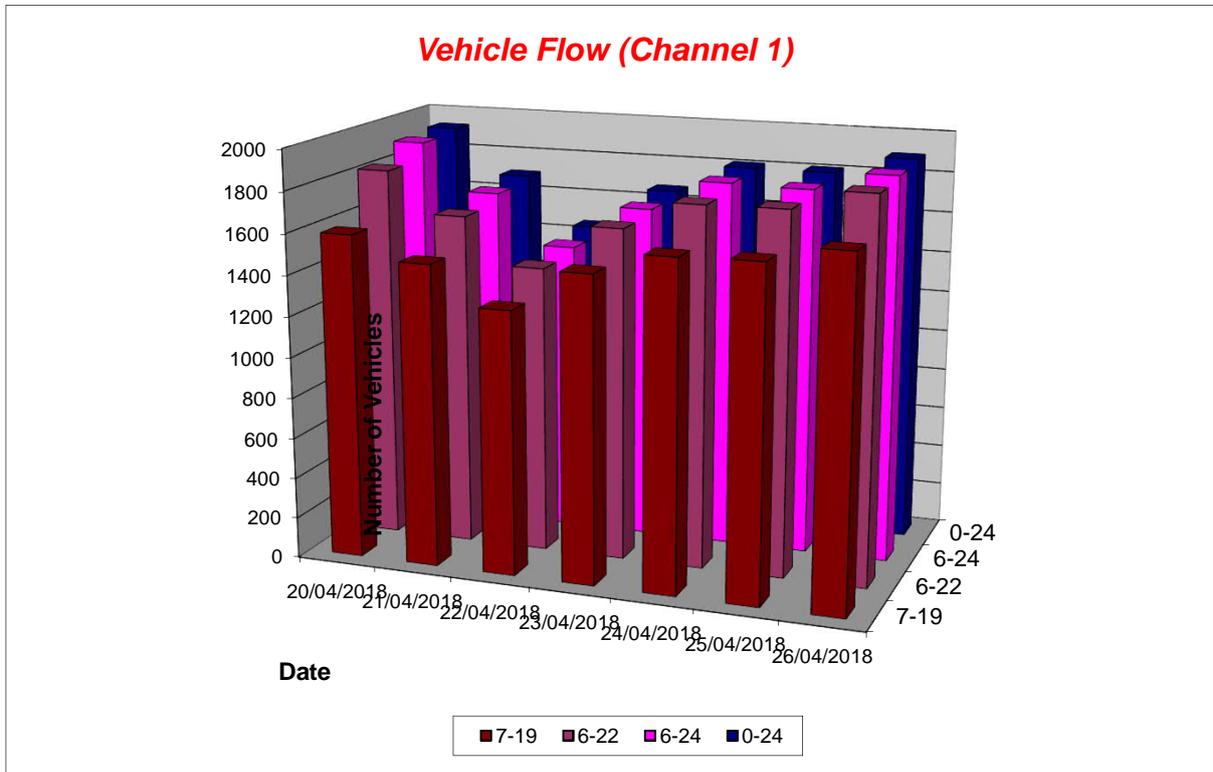
Tatchells Quarry ATC, Bere Road

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	5 Day Ave	7 Day Ave
1	4	7	10	3	0	1	3	2	4
2	1	1	5	3	1	2	1	2	2
3	3	1	4	1	0	1	0	1	1
4	0	1	1	2	2	2	5	2	2
5	1	4	0	2	2	0	2	1	2
6	8	9	6	9	5	10	4	7	7
7	42	34	17	39	55	46	49	46	40
8	113	45	53	112	109	105	116	111	93
9	189	94	68	182	186	186	187	186	156
10	136	165	133	104	169	150	155	143	145
11	143	165	118	128	136	168	175	150	148
12	104	175	142	105	130	127	160	125	135
13	116	142	137	120	115	111	123	117	123
14	125	117	108	105	107	97	111	109	110
15	107	128	121	112	113	128	148	122	122
16	169	115	136	135	142	119	129	139	135
17	139	140	131	144	125	146	124	136	136
18	130	115	79	149	166	157	160	152	137
19	119	77	65	97	101	114	96	105	96
20	107	61	43	56	61	59	66	70	65
21	57	27	30	20	22	32	46	35	33
22	33	31	25	18	27	24	21	25	26
23	37	21	17	15	27	17	12	22	21
24	41	23	8	6	8	6	4	13	14
7-19	1590	1478	1291	1493	1599	1608	1684	1595	1535
6-22	1829	1631	1406	1626	1764	1769	1866	1771	1699
6-24	1907	1675	1431	1647	1799	1792	1882	1805	1733
0-24	1924	1698	1457	1667	1809	1808	1897	1821	1751



Tatchells Quarry ATC, Bere Road

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	49.2	42.3	48.0	46.3	-	43.0	48.0
2	43.0	38.0	45.0	48.0	43.0	45.5	38.0
3	46.3	43.0	41.8	25.5	-	65.5	-
4	-	43.0	53.0	53.0	55.5	53.0	46.0
5	48.0	38.6	-	50.5	40.5	-	43.0
6	37.3	44.9	40.5	49.4	33.9	45.5	44.2
7	48.7	49.0	49.9	50.7	48.3	45.1	47.7
8	46.3	45.4	49.5	48.7	47.7	48.4	48.1
9	44.9	46.4	49.1	45.2	46.6	46.4	46.6
10	42.6	41.7	42.5	45.3	45.2	44.8	44.7
11	43.6	44.1	45.2	43.1	43.4	41.7	41.6
12	42.5	44.5	44.4	43.7	44.8	43.3	41.0
13	42.7	46.5	45.1	44.2	44.4	45.4	44.8
14	41.1	48.7	45.7	45.9	43.6	44.7	44.3
15	43.7	45.1	43.7	44.0	42.7	44.6	44.7
16	44.7	46.4	44.4	43.1	43.9	45.6	44.7
17	44.5	44.5	45.8	46.7	44.7	46.1	43.8
18	46.2	48.2	46.8	49.0	46.9	47.3	49.0
19	47.5	50.1	48.8	49.4	47.6	48.5	48.0
20	45.7	49.2	49.5	49.4	49.3	48.0	50.2
21	48.1	46.5	49.0	47.4	50.2	46.6	45.4
22	44.4	46.0	49.3	46.1	44.1	49.1	47.9
23	46.4	45.4	47.4	49.5	44.6	45.9	47.2
24	44.4	44.7	38.6	48.0	49.9	52.6	49.9

10-12	43.1	44.3	44.8	43.4	44.1	42.4	41.3
14-16	44.3	45.7	44.1	43.5	43.4	45.1	44.7
0-24	44.6	45.8	45.7	46.0	45.5	45.7	45.3

Average	45.5
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Channel 1 - Southbound

85th Percentile

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	58.7	53.6	58.9	53.1	-	-	53.1
2	-	-	54.0	53.6	-	48.5	-
3	53.6	-	53.4	-	-	-	-
4	-	-	-	53.9	58.2	53.1	53.3
5	-	48.8	-	53.8	43.9	-	43.8
6	48.3	53.8	48.2	65.5	48.7	58.7	48.3
7	58.8	58.6	65.7	58.5	53.5	53.9	58.2
8	53.0	54.0	58.6	53.9	58.4	53.5	53.5
9	53.8	53.9	58.4	53.4	53.1	53.1	53.3
10	48.8	48.2	53.4	53.7	53.8	53.8	53.3
11	48.7	48.7	53.7	48.5	53.5	48.4	48.0
12	48.0	54.0	53.3	53.5	53.8	53.5	48.5
13	48.4	53.2	53.6	48.5	53.6	53.5	53.2
14	48.9	53.5	53.2	53.4	48.8	53.2	53.9
15	48.8	53.1	53.2	53.4	48.0	53.3	53.6
16	53.4	54.0	53.6	53.3	53.2	53.1	53.8
17	54.0	53.7	53.1	53.1	53.1	53.6	53.9
18	53.9	53.0	53.5	53.2	53.1	53.2	53.3
19	53.1	53.6	58.9	59.0	58.3	53.9	58.5
20	53.9	58.1	58.3	58.1	53.1	53.1	58.1
21	53.4	53.1	58.8	58.4	65.5	58.4	53.6
22	53.5	53.8	58.4	53.4	48.5	58.3	58.4
23	53.8	48.3	53.3	58.5	48.7	53.9	54.0
24	48.1	48.0	48.9	53.2	58.5	66.3	65.6

10-12	48.6	48.3	53.6	53.5	53.8	48.3	48.9
14-16	53.5	53.4	53.6	53.3	48.1	53.7	53.6
0-24	53.3	53.3	53.4	53.6	53.2	53.3	53.3

85th %ile	53.3
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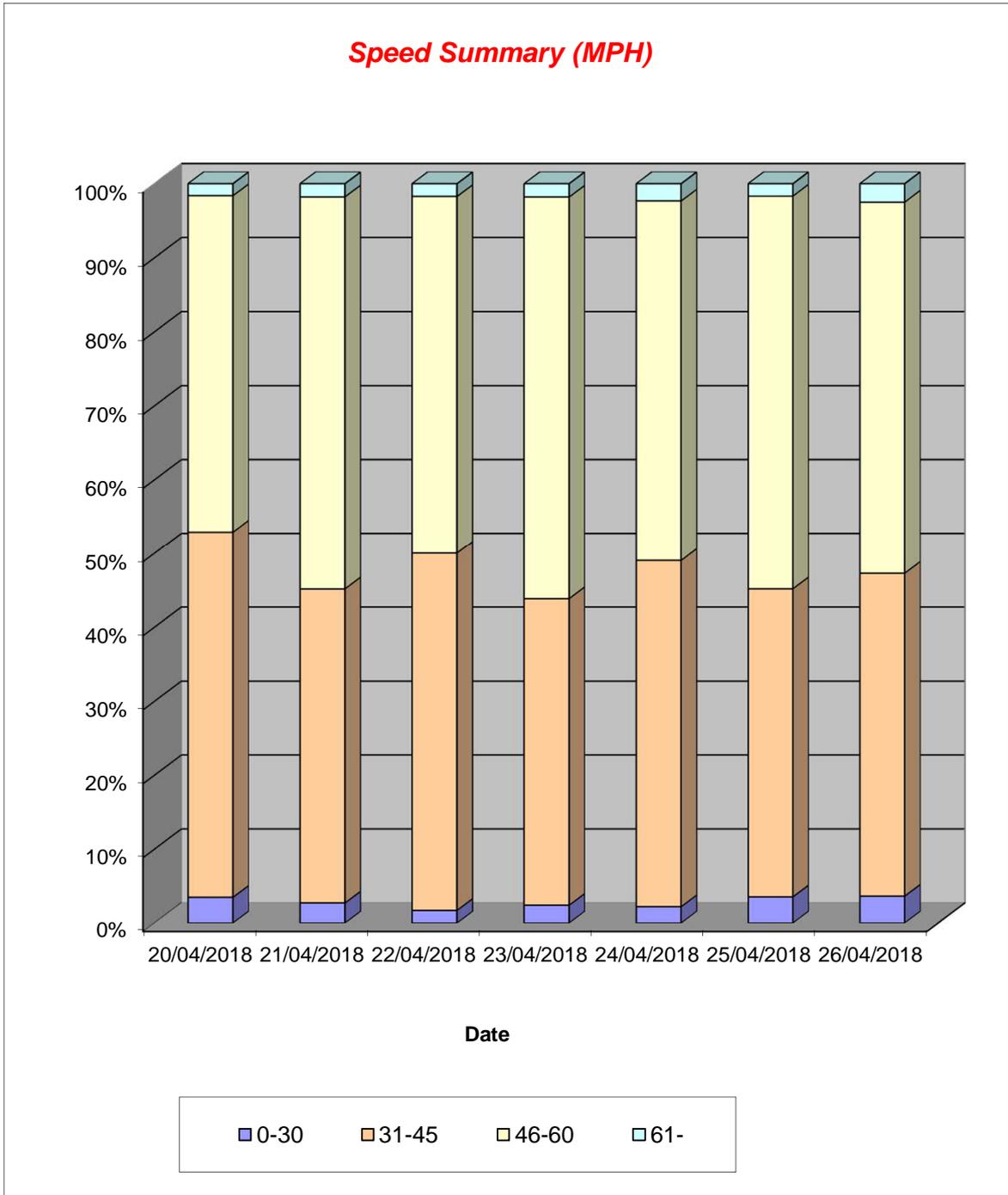
Tatchells Quarry ATC, Bere Road

Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
0-30	67	46	25	40	40	64	69
31-45	951	721	704	691	847	753	828
46-60	875	901	703	906	880	961	953
61-	31	30	25	30	42	30	47
TOTAL	1924	1698	1457	1667	1809	1808	1897



Tatchells Quarry ATC, Bere Road

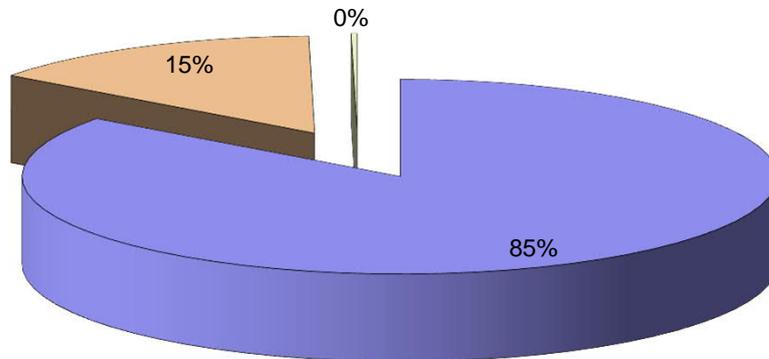
Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/04/2018				
7-19	1307	277	6	1590
6-22	1520	303	6	1829
6-24	1593	308	6	1907
0-24	1607	311	6	1924
21/04/2018				
7-19	1333	145	0	1478
6-22	1474	157	0	1631
6-24	1515	160	0	1675
0-24	1534	164	0	1698
22/04/2018				
7-19	1190	99	2	1291
6-22	1299	105	2	1406
6-24	1321	108	2	1431
0-24	1343	111	3	1457
23/04/2018				
7-19	1240	249	4	1493
6-22	1355	267	4	1626
6-24	1373	270	4	1647
0-24	1388	274	5	1667
24/04/2018				
7-19	1300	296	3	1599
6-22	1443	318	3	1764
6-24	1476	320	3	1799
0-24	1483	323	3	1809
25/04/2018				
7-19	1334	271	3	1608
6-22	1472	293	4	1769
6-24	1494	294	4	1792
0-24	1505	299	4	1808
26/04/2018				
7-19	1387	287	10	1684
6-22	1549	307	10	1866
6-24	1565	307	10	1882
0-24	1578	309	10	1897
Average				
7-19	1299	232	4	1535
6-22	1445	250	4	1699
6-24	1477	252	4	1733
0-24	1491	256	4	1751

Total Vehicle Class Distribution



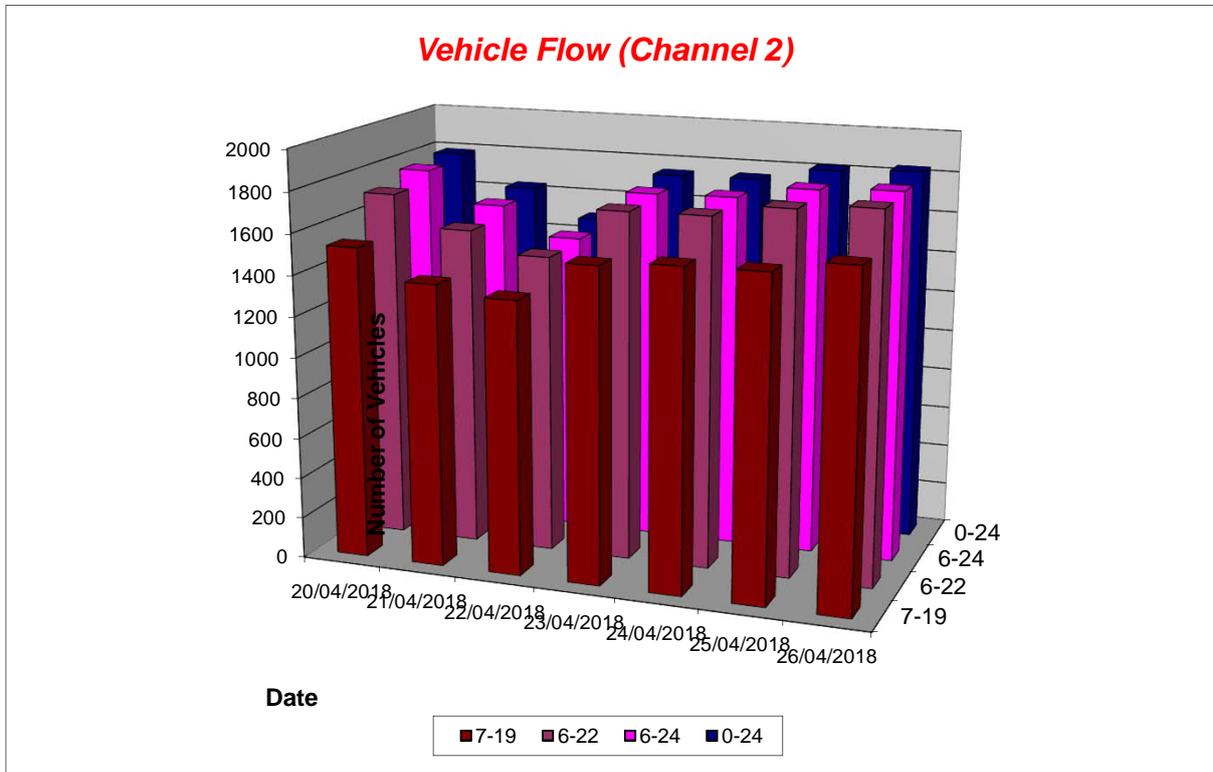
Tatchells Quarry ATC, Bere Road

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	5 Day Ave	7 Day Ave
1	3	5	9	1	1	1	0	1	3
2	1	1	1	0	3	0	1	1	1
3	0	3	2	1	0	1	1	1	1
4	0	2	2	4	1	4	2	2	2
5	6	0	0	4	4	4	3	4	3
6	12	10	7	15	12	15	19	15	13
7	50	28	25	59	52	63	53	55	47
8	118	63	30	129	140	122	132	128	105
9	141	101	62	122	133	149	143	138	122
10	143	171	108	104	121	125	134	125	129
11	100	109	107	97	112	116	124	110	109
12	101	114	106	127	108	122	128	117	115
13	110	97	136	111	124	107	101	111	112
14	124	92	144	107	130	123	130	123	121
15	135	107	143	155	137	136	162	145	139
16	151	168	182	163	157	156	147	155	161
17	146	136	138	179	159	171	163	164	156
18	144	136	110	164	144	152	159	153	144
19	116	88	73	74	93	83	98	93	89
20	66	82	51	54	53	61	56	58	60
21	43	44	29	39	24	53	36	39	38
22	26	27	17	23	25	32	31	27	26
23	34	30	10	9	16	15	8	16	17
24	19	21	4	6	2	5	3	7	9
7-19	1529	1382	1339	1532	1558	1562	1621	1560	1503
6-22	1714	1563	1461	1707	1712	1771	1797	1740	1675
6-24	1767	1614	1475	1722	1730	1791	1808	1764	1701
0-24	1789	1635	1496	1747	1751	1816	1834	1787	1724



Tatchells Quarry ATC, Bere Road

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	49.7	47.0	46.3	43.0	48.0	53.0	-
2	58.0	43.0	48.0	-	48.0	-	48.0
3	-	46.3	50.5	25.5	-	48.0	43.0
4	-	40.5	48.0	49.2	38.0	43.0	38.0
5	45.9	-	-	52.4	59.2	59.2	51.3
6	45.9	47.5	48.7	49.5	50.5	52.0	52.1
7	48.2	44.9	50.4	50.3	47.4	47.6	49.3
8	47.3	46.5	48.0	48.0	48.0	48.8	47.5
9	45.6	44.6	47.6	46.0	46.3	46.6	47.3
10	45.2	43.8	42.3	45.7	43.2	44.5	44.6
11	43.6	44.4	44.7	44.7	45.0	43.2	42.6
12	42.7	44.2	45.9	43.7	46.4	44.3	43.6
13	43.8	46.8	43.9	45.1	44.7	46.9	45.7
14	43.0	45.1	45.2	44.1	43.5	45.8	44.6
15	42.9	46.5	45.2	45.4	43.5	44.7	43.3
16	44.9	44.7	44.8	44.5	44.0	46.6	44.6
17	45.2	45.2	45.7	47.3	46.3	45.9	45.9
18	46.8	46.2	45.5	47.5	47.6	47.9	48.1
19	46.5	47.7	47.7	46.8	48.1	47.0	48.1
20	46.6	48.1	47.6	47.6	47.2	48.1	48.3
21	44.6	47.3	47.8	47.3	46.3	48.0	46.5
22	47.4	43.5	49.9	46.8	43.4	48.5	47.0
23	47.2	46.8	48.8	43.8	45.6	46.8	49.9
24	47.5	50.5	41.8	50.1	50.5	51.5	48.0

10-12	43.1	44.3	45.3	44.1	45.7	43.7	43.1
14-16	44.0	45.4	45.0	44.9	43.8	45.7	43.9
0-24	45.1	45.6	45.5	46.1	45.7	46.3	45.8

Average	45.7
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Channel 2 - Northbound

85th Percentile

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	53.1	53.4	53.1	-	-	-	-
2	-	-	-	-	59.0	-	-
3	-	53.2	58.8	-	-	-	-
4	-	43.6	53.4	53.7	-	48.8	38.6
5	65.7	-	-	65.9	76.4	76.2	58.9
6	54.0	53.5	53.5	53.7	58.7	58.4	58.5
7	53.1	58.7	58.1	58.3	53.4	53.0	65.8
8	53.0	58.9	53.1	53.4	58.7	58.2	53.9
9	53.3	53.4	53.2	53.4	53.1	53.2	53.3
10	53.5	53.3	48.0	53.9	53.8	53.5	53.3
11	48.9	48.3	48.7	53.1	53.7	53.4	48.2
12	53.5	53.2	53.5	48.6	53.5	53.1	53.3
13	53.4	53.5	53.6	53.3	48.2	53.3	53.0
14	48.8	48.2	53.2	53.1	53.2	53.6	53.7
15	53.8	53.6	53.5	53.2	48.3	53.8	53.8
16	53.7	48.4	48.7	53.1	48.8	53.5	53.3
17	53.7	53.9	53.8	53.4	53.1	53.2	53.7
18	54.0	53.5	48.4	54.0	53.5	53.9	53.4
19	53.3	53.2	53.9	53.5	53.8	53.4	53.8
20	53.5	53.7	53.7	53.5	53.8	53.3	58.7
21	53.4	53.7	53.1	54.0	53.3	53.8	53.4
22	53.7	48.6	58.6	53.2	49.0	58.2	53.1
23	53.2	53.8	53.7	53.4	53.8	53.4	58.4
24	53.4	58.2	53.0	65.9	58.7	65.7	53.3

10-12	53.5	48.8	53.4	53.3	53.9	53.9	53.7
14-16	53.8	53.2	53.4	53.5	48.9	53.6	53.3
0-24	53.5	54.0	53.3	53.1	53.4	53.4	53.8

85th %ile	53.5
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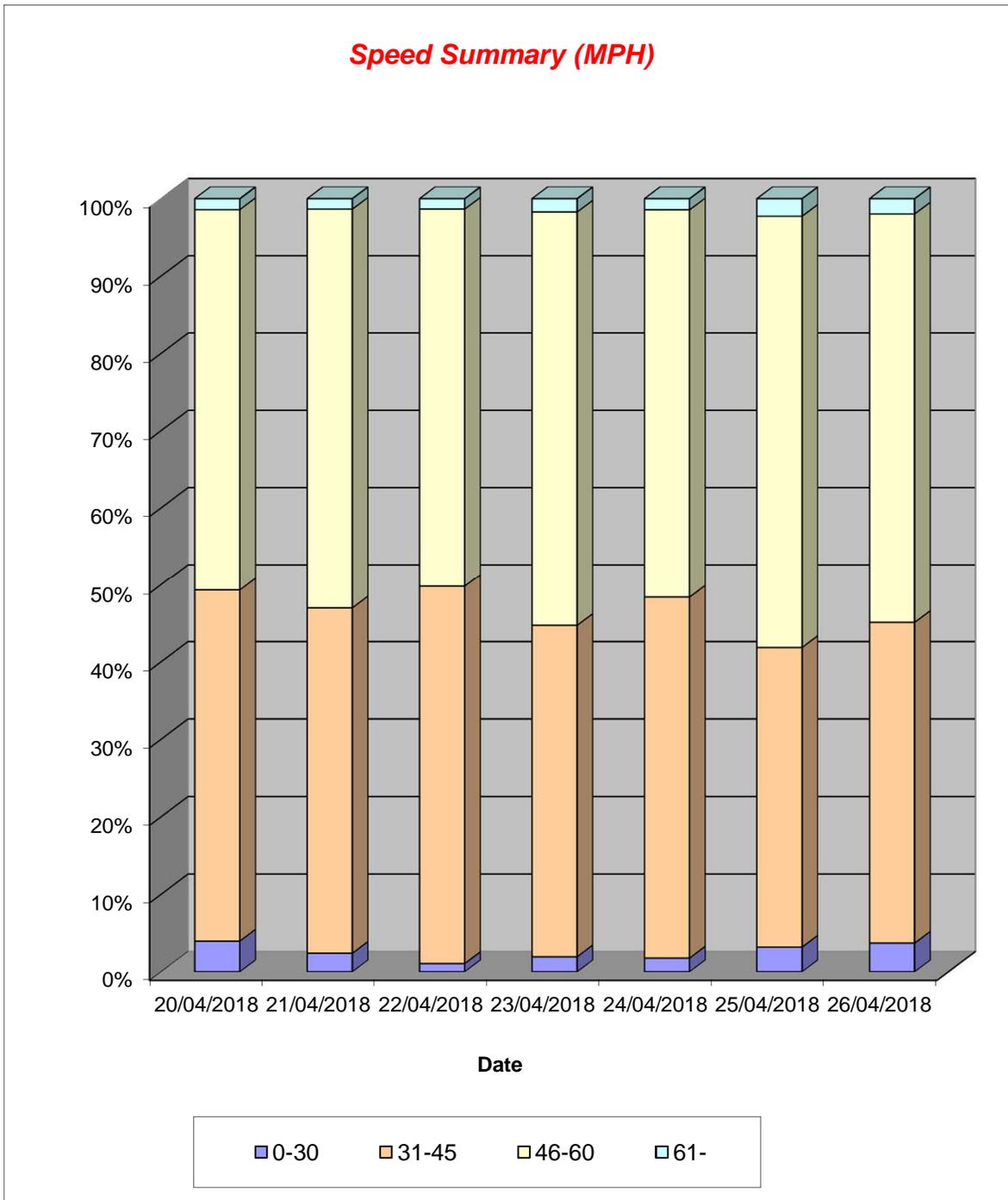
Tatchells Quarry ATC, Bere Road

Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
0-30	71	39	16	34	31	58	68
31-45	811	729	729	747	816	702	759
46-60	882	845	731	936	879	1015	971
61-	25	22	20	30	25	41	36
TOTAL	1789	1635	1496	1747	1751	1816	1834



Tatchells Quarry ATC, Bere Road

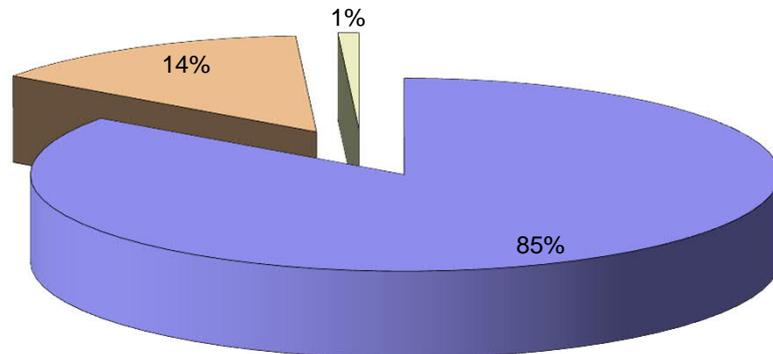
Channel 2 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/04/2018				
7-19	1252	252	25	1529
6-22	1406	281	27	1714
6-24	1454	286	27	1767
0-24	1471	291	27	1789
21/04/2018				
7-19	1259	113	10	1382
6-22	1421	132	10	1563
6-24	1487	137	10	1614
0-24	1479	146	10	1635
22/04/2018				
7-19	1238	101	0	1339
6-22	1346	115	0	1461
6-24	1359	116	0	1475
0-24	1374	122	0	1496
23/04/2018				
7-19	1271	245	16	1532
6-22	1418	272	17	1707
6-24	1432	273	17	1722
0-24	1450	280	17	1747
24/04/2018				
7-19	1280	273	5	1558
6-22	1414	292	6	1712
6-24	1432	292	6	1730
0-24	1448	297	6	1751
25/04/2018				
7-19	1302	240	20	1562
6-22	1483	265	23	1771
6-24	1503	265	23	1791
0-24	1523	270	23	1816
26/04/2018				
7-19	1323	274	24	1621
6-22	1474	297	26	1797
6-24	1484	298	26	1808
0-24	1501	307	26	1834
Average				
7-19	1275	214	14	1503
6-22	1423	236	16	1675
6-24	1447	238	16	1701
0-24	1464	245	16	1724

Total Vehicle Class Distribution



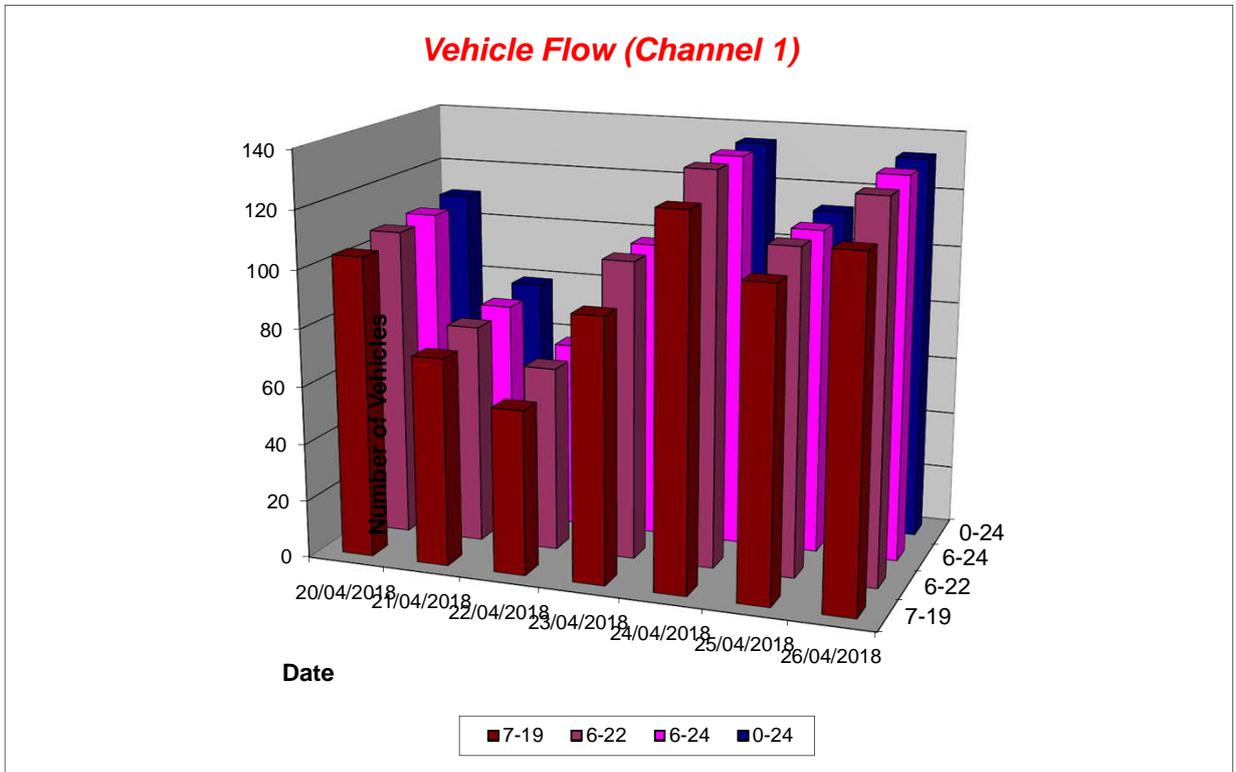
Tatchells Quarry ATC, Carey Road

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	2	1	1	1	0	0	1	1	1
7	0	0	0	2	2	0	1	1	1
8	9	1	2	10	5	10	7	8	6
9	10	6	1	7	11	8	12	10	8
10	18	10	8	10	8	8	12	11	11
11	5	13	1	12	9	7	12	9	8
12	8	8	9	5	11	13	4	8	8
13	11	6	3	8	8	6	13	9	8
14	7	6	2	2	9	7	13	8	7
15	5	3	11	4	33	12	8	12	11
16	9	5	11	7	8	8	8	8	8
17	11	2	3	12	13	10	15	12	9
18	10	4	3	9	5	11	7	8	7
19	1	8	3	5	7	6	7	5	5
20	2	4	4	8	5	3	9	5	5
21	0	0	3	1	1	2	1	1	1
22	1	0	0	1	0	1	1	1	1
23	1	1	1	0	0	0	2	1	1
24	0	0	0	0	0	0	0	0	0
7-19	104	72	57	91	127	106	118	109	96
6-22	107	76	64	103	135	112	130	117	104
6-24	108	77	65	103	135	112	132	118	105
0-24	110	79	66	104	135	113	133	119	106



Tatchells Quarry ATC, Carey Road

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	-	-	-	-	-	-	-
2	-	33.0	-	-	-	-	-
3	-	-	-	-	-	25.5	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	20.5	15.5	15.5	15.5	-	-	15.5
7	-	-	-	24.2	33.0	-	33.0
8	26.6	15.5	20.5	28.0	31.0	28.5	25.5
9	31.2	29.7	25.5	29.4	28.7	29.2	28.4
10	27.7	24.2	28.0	27.5	23.0	24.2	25.1
11	27.0	26.5	25.5	27.2	25.2	25.1	28.0
12	29.9	27.4	23.3	25.5	25.5	26.3	25.5
13	27.3	23.8	32.2	29.2	24.9	25.9	27.4
14	26.6	29.2	25.5	29.2	28.6	20.8	27.0
15	30.0	30.5	26.0	29.2	25.7	26.8	30.8
16	28.0	28.5	24.6	19.8	28.0	25.5	23.9
17	26.4	25.5	22.2	24.5	26.1	26.2	28.2
18	28.2	23.0	24.7	30.2	32.5	26.4	31.6
19	33.0	28.0	33.0	29.5	21.6	28.0	28.7
20	25.5	34.2	32.4	27.1	31.5	26.3	15.5
21	-	-	25.5	33.0	25.5	25.5	25.5
22	15.5	-	-	38.0	-	15.5	25.5
23	33.0	25.5	38.0	-	-	-	31.8
24	-	-	-	-	-	-	-

10-12	28.8	26.8	23.5	26.7	25.4	25.9	27.4
14-16	28.7	29.2	25.3	23.2	26.2	26.2	27.4
0-24	27.8	27.0	26.2	27.2	26.6	26.1	26.7

Average	26.8
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Channel 1 - Southbound

85th Percentile

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	26.2	-	-	-	-	-	-
7	-	-	-	33.2	33.6	-	-
8	33.5	-	26.0	33.6	38.4	33.2	38.6
9	33.6	38.1	-	33.4	33.1	34.0	33.8
10	38.3	26.1	34.0	33.4	26.1	25.6	33.0
11	33.3	33.5	-	33.7	26.2	25.9	33.2
12	33.8	33.3	25.5	25.8	33.9	33.4	25.6
13	33.0	26.1	38.6	33.6	33.8	38.5	33.1
14	26.7	33.6	25.6	33.2	33.0	33.2	33.3
15	43.8	33.3	33.1	33.2	33.5	33.5	33.1
16	33.7	33.3	26.3	26.1	33.9	33.3	25.5
17	33.0	26.3	25.8	25.6	33.4	26.2	33.5
18	33.4	26.3	33.0	38.5	38.7	33.5	33.7
19	-	33.6	33.3	38.9	26.0	33.2	33.5
20	26.3	39.0	38.4	33.3	43.5	38.9	26.3
21	-	-	25.8	-	-	26.2	-
22	-	-	-	-	-	-	-
23	-	-	-	-	-	-	38.7
24	-	-	-	-	-	-	-

10-12	33.9	33.2	26.5	33.3	33.4	26.0	33.5
14-16	33.1	33.7	25.9	33.9	33.4	33.1	33.4
0-24	33.9	34.0	33.3	33.6	33.3	33.8	33.1

85th %ile	33.6
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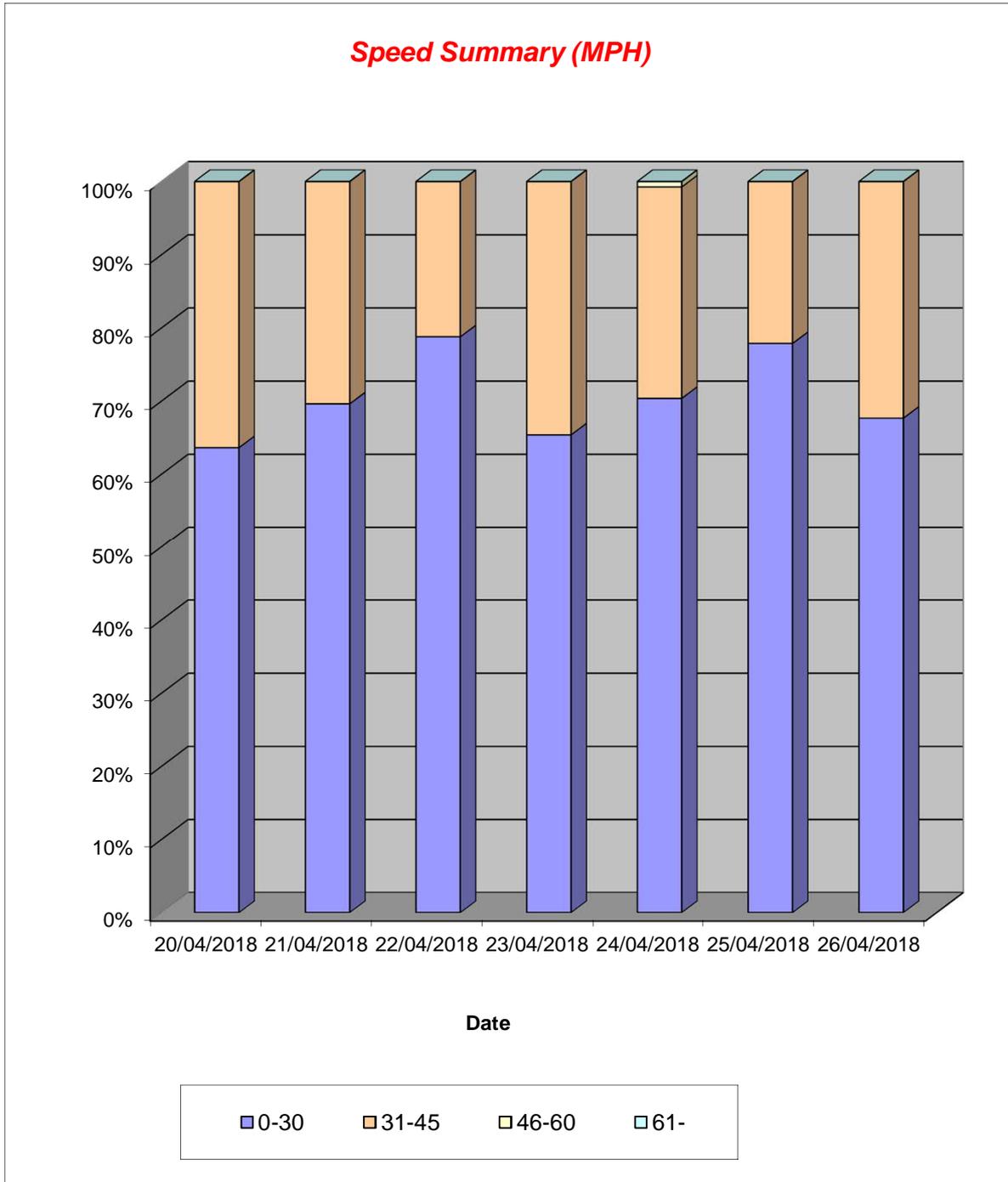
Tatchells Quarry ATC, Carey Road

Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
0-30	70	55	52	68	95	88	90
31-45	40	24	14	36	39	25	43
46-60	0	0	0	0	1	0	0
61-	0	0	0	0	0	0	0
TOTAL	110	79	66	104	135	113	133



Tatchells Quarry ATC, Carey Road

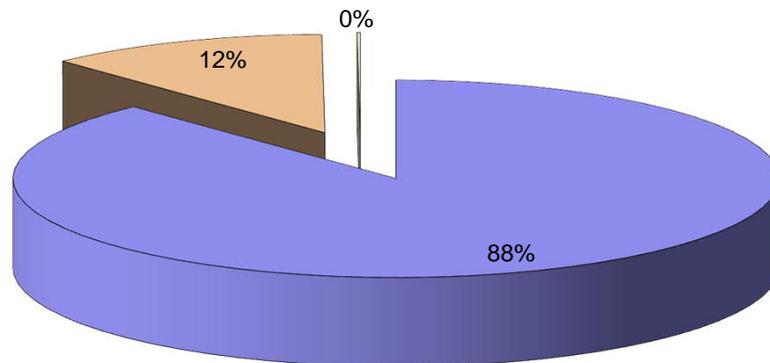
Channel 1 - Southbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/04/2018				
7-19	93	11	0	104
6-22	96	11	0	107
6-24	96	12	0	108
0-24	98	12	0	110
21/04/2018				
7-19	64	8	0	72
6-22	68	8	0	76
6-24	69	8	0	77
0-24	71	8	0	79
22/04/2018				
7-19	51	6	0	57
6-22	58	6	0	64
6-24	59	6	0	65
0-24	60	6	0	66
23/04/2018				
7-19	78	12	1	91
6-22	89	13	1	103
6-24	89	13	1	103
0-24	90	13	1	104
24/04/2018				
7-19	108	19	0	127
6-22	116	19	0	135
6-24	116	19	0	135
0-24	116	19	0	135
25/04/2018				
7-19	91	15	0	106
6-22	97	15	0	112
6-24	97	15	0	112
0-24	98	15	0	113
26/04/2018				
7-19	104	14	0	118
6-22	115	15	0	130
6-24	117	15	0	132
0-24	118	15	0	133
Average				
7-19	84	12	0	96
6-22	91	12	0	104
6-24	92	13	0	105
0-24	93	13	0	106

Total Vehicle Class Distribution



Tatchells Quarry ATC, Carey Road

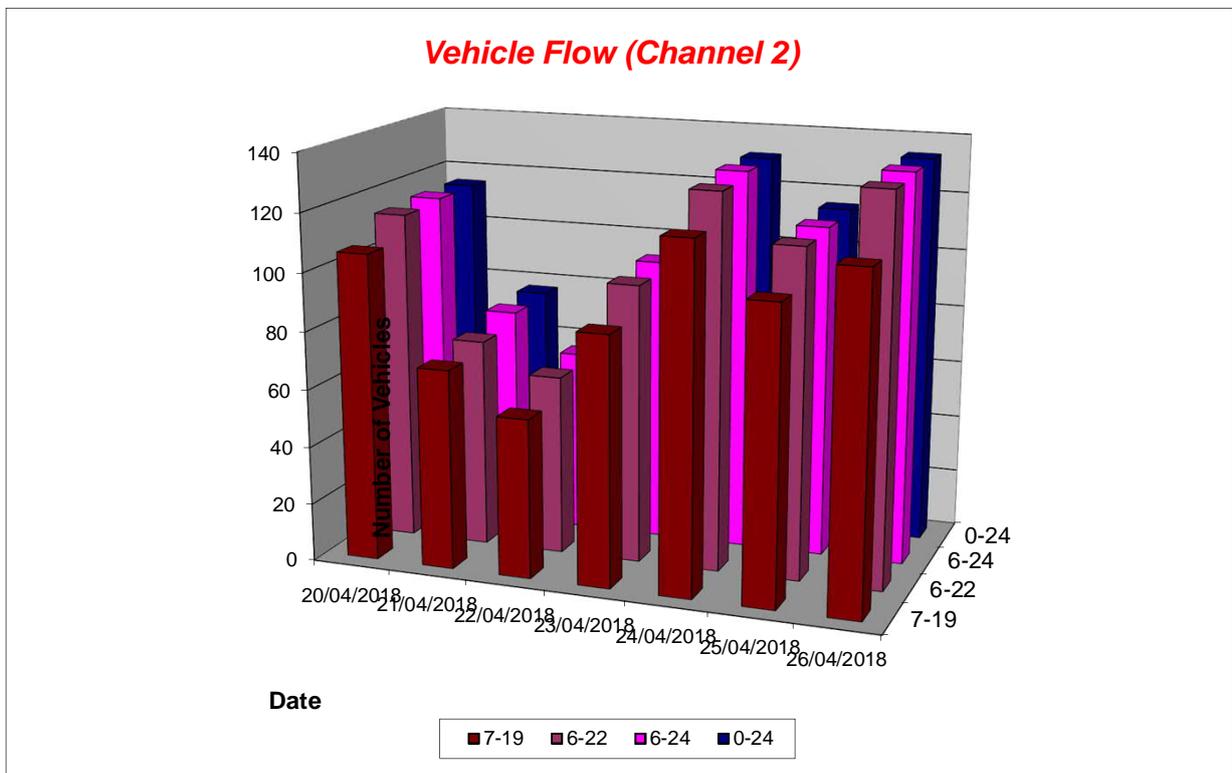
Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	1	0	1	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	1	1	1	2	1	0	1	1	1
8	8	0	1	6	7	9	6	7	5
9	16	3	2	9	18	16	8	13	10
10	8	13	5	10	14	11	21	13	12
11	16	9	2	9	11	10	13	12	10
12	8	6	6	8	6	4	3	6	6
13	11	3	2	4	9	2	16	8	7
14	4	4	4	1	8	8	7	6	5
15	6	8	9	3	9	5	7	6	7
16	7	7	8	10	9	10	5	8	8
17	10	5	8	7	12	8	15	10	9
18	6	8	4	6	7	11	7	7	7
19	6	3	4	13	9	7	6	8	7
20	3	2	3	1	1	6	8	4	3
21	1	0	3	3	5	3	5	3	3
22	3	0	0	4	3	3	5	4	3
23	1	3	1	1	2	1	1	1	1
24	0	1	0	1	0	0	0	0	0

7-19	106	69	55	86	119	101	114	105	93
6-22	114	72	62	96	129	113	133	117	103
6-24	115	76	63	98	131	114	134	118	104
0-24	115	77	63	99	131	115	134	119	105



Tatchells Quarry ATC, Carey Road

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	-	-	-	-	-	-	-
2	-	33.0	-	33.0	-	-	-
3	-	-	-	-	-	25.5	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	15.5	15.5	15.5	20.5	25.5	-	15.5
8	26.8	-	25.5	24.7	26.9	30.2	30.1
9	24.5	24.7	29.2	29.7	28.6	27.4	25.2
10	25.5	24.7	25.0	26.8	26.9	24.4	27.1
11	28.2	28.0	25.5	28.0	25.3	25.2	26.5
12	28.3	30.9	27.6	27.4	30.1	25.5	30.5
13	29.6	22.2	20.5	33.6	26.9	31.8	27.1
14	29.2	27.4	27.4	25.5	25.2	28.3	32.3
15	28.0	28.3	28.3	30.5	21.0	28.5	28.7
16	24.1	28.4	24.2	30.2	26.1	27.0	25.5
17	27.8	25.5	27.4	28.7	27.8	25.8	23.8
18	25.1	24.8	29.2	29.2	28.7	26.6	27.6
19	28.0	28.0	23.0	28.2	23.2	27.6	28.0
20	28.0	33.0	28.0	5.0	25.5	28.8	14.6
21	25.5	-	28.0	25.5	28.5	25.5	27.0
22	22.2	-	-	27.4	22.2	22.2	25.5
23	25.5	25.5	33.0	25.5	29.2	25.5	25.5
24	-	33.0	-	25.5	-	-	-

10-12	28.2	29.2	27.1	27.7	27.0	25.3	27.2
14-16	25.9	28.3	26.4	30.3	23.5	27.5	27.4
0-24	26.8	26.9	26.5	27.9	26.5	26.9	26.2

Average	26.8
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Channel 2 - Northbound

85th Percentile

Hr Ending	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	26.3	-	-	-
8	33.9	-	-	33.8	33.3	38.8	43.0
9	26.0	33.1	33.6	33.7	33.3	33.4	25.9
10	25.6	25.5	33.4	33.7	27.0	26.0	33.4
11	33.8	33.3	26.5	34.0	26.0	25.6	33.3
12	33.4	38.8	38.1	33.3	38.2	25.6	34.0
13	33.5	25.8	26.4	43.5	33.6	38.2	33.8
14	33.5	33.2	33.6	-	25.9	33.0	33.7
15	33.2	33.5	33.3	33.7	26.4	33.7	33.4
16	25.8	33.3	25.6	33.2	33.5	33.5	26.2
17	33.1	25.8	33.5	33.4	33.2	33.6	25.8
18	33.6	33.0	33.2	33.5	33.7	33.2	33.4
19	33.2	33.5	26.5	33.8	33.7	33.5	33.4
20	33.9	33.2	33.1	-	-	38.7	33.9
21	-	-	33.0	25.9	33.8	26.3	33.1
22	25.9	-	-	33.5	25.7	25.9	26.1
23	-	26.4	-	-	33.8	-	-
24	-	-	-	-	-	-	-

10-12	33.9	33.8	27.1	33.5	33.2	26.2	33.1
14-16	33.8	33.9	26.4	33.7	26.5	33.1	33.2
0-24	33.3	33.3	33.5	33.9	33.1	33.6	33.1

85th %ile	33.4
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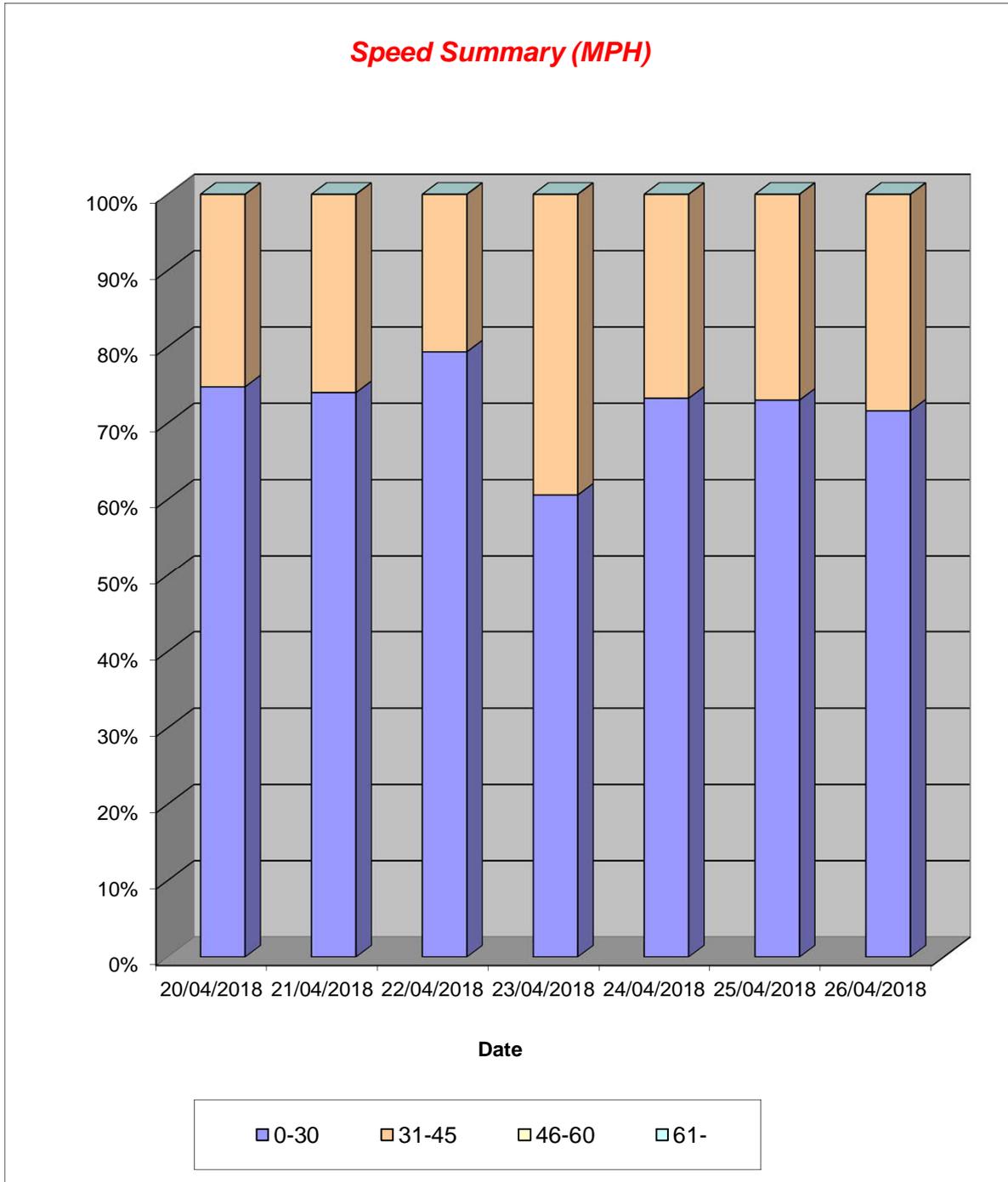
Tatchells Quarry ATC, Carey Road

Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday
0-30	86	57	50	60	96	84	96
31-45	29	20	13	39	35	31	38
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	115	77	63	99	131	115	134



Tatchells Quarry ATC, Carey Road

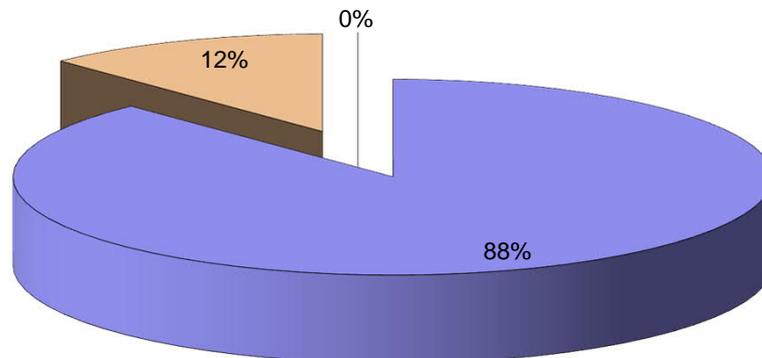
Channel 2 - Northbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/04/2018				
7-19	95	11	0	106
6-22	103	11	0	114
6-24	104	11	0	115
0-24	104	11	0	115
21/04/2018				
7-19	61	8	0	69
6-22	64	8	0	72
6-24	68	8	0	76
0-24	69	8	0	77
22/04/2018				
7-19	48	7	0	55
6-22	53	9	0	62
6-24	54	9	0	63
0-24	54	9	0	63
23/04/2018				
7-19	75	11	0	86
6-22	85	11	0	96
6-24	87	11	0	98
0-24	88	11	0	99
24/04/2018				
7-19	100	19	0	119
6-22	110	19	0	129
6-24	112	19	0	131
0-24	112	19	0	131
25/04/2018				
7-19	87	14	0	101
6-22	99	14	0	113
6-24	100	14	0	114
0-24	101	14	0	115
26/04/2018				
7-19	98	16	0	114
6-22	116	17	0	133
6-24	117	17	0	134
0-24	117	17	0	134
Average				
7-19	81	12	0	93
6-22	90	13	0	103
6-24	92	13	0	104
0-24	92	13	0	105

Total Vehicle Class Distribution



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APPENDIX 3 – County Highways Representative Response to Application 6/2018/0378

Planning

From: HighwayConsult
Sent: 16 July 2018 15:21
To: Planning
Subject: RE: Application Consultation Request - 6/2018/0378 - Tatchell's Quarry

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madam

COUNTY HIGHWAY AUTHORITY RECOMMENDATIONS IN RESPECT OF:

PLANNING APPLICATION: 6/2018/0378

LOCATION: Land to the south of Carey Road, adjacent to Tatchells Quarry, Wareham

DEVELOPMENT PROPOSED: Proposed extension to Tatchells Quarry by way of extraction of Baggs Land to the south of Carey Road.

I refer to the above application.

The County Highway Authority has NO OBJECTION subject to quarry operations as under the proposed rates of extraction which appear to be a continuation of past rates of extraction. (70,000 tonnes per annum) and using the same access route.

Regards,

Colin Graham

Transport Development Liaison Engineer
Transport Development Management

Dorset County Council - County Hall - Colliton Park - Dorchester - Dorset - DT1 1XJ

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Dorset County Council

