



Nick Culhane
Highway Consultant

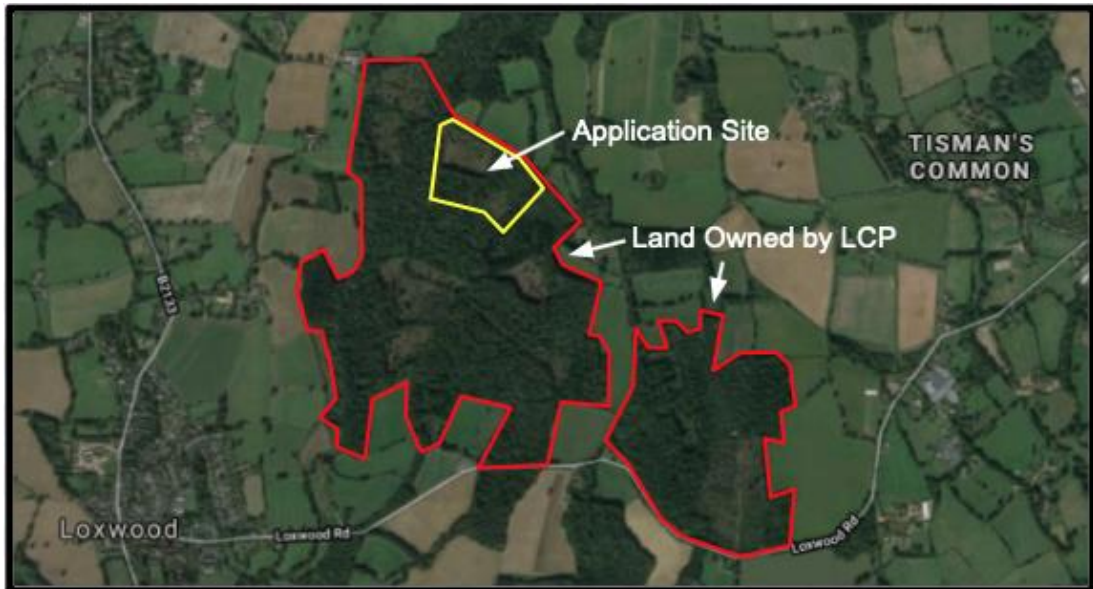
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Technical Note in Support of Clay Extraction and Construction Materials Recycling Facility Loxwood Claypit Loxwood Road Billinghamurst RH14 0RW

1. Introduction

- 1.1. This technical note has been produced on behalf of Loxwood Clay Pits Limited to support a proposal for clay extraction and minerals recycling facility at the Loxwood Clay Pit, Loxwood Road, Billinghamurst. The location of the site is shown below.



- 1.2. Loxwood Road is classified as the C11 and is subject to the National Speed Limit. In the vicinity of the site it does not benefit from pedestrian footways or street lighting, however there are very few residential properties within the immediate area.
- 1.3. There are wide verges on both the northern and southern side of the carriageway, which in the vicinity of the access itself measures some 5.7m. The width of the road at this point allows for two HGV's to safely pass one another at speed.
- 1.4. The site benefits an existing access onto Loxwood Road, through a layby to the south east.
- 1.5. Loxwood Road runs from Loxwood to the west, past the site then north east through Tismans Common, where it meets the A281 Guildford Road. The Guildford Road in turn runs to the north west where it meets the Alfold Bypass and to the east to Clemsfold. The A281 runs on through Broadbridge Heath where it then connects with the A264 and the A24 Interchange.

- 1.6. The Guildford Road is subject to a 30 mph speed limit and visibility at the Loxwood Road / A281 junction is in accordance with Manual for Streets. The junction geometry is also such that the junction can accommodate the turning requirements of the vehicles likely to be associated with this operation.
- 1.7. A review of personal injury traffic accidents has revealed that there have been no recorded accidents between the site access and the Loxwood Road junction with the A281 Guildford Road in the last 5 years. It is understood that there has been a recent fatality at Tismans Common, this is not on the section of Loxwood Road now being proposed. Additionally the accident was thought to be caused by Dangerous Driving and was not due to any highway deficiencies. The accident is therefore not relevant in this case.
- 1.8. To the west, Loxwood Road forms a junction with B2133 High Street at Loxwood. The High Street is also subject to a speed limit of 30 mph and visibility at this junction is also in accordance with Manual for Streets. Again, the junction geometry is such that it can easily accommodate the turning requirements of the vehicles likely to be associated with this operation.

2. Proposal

- 2.1. The development involves the extraction of approximately 400K tonnes of clay to be used in brick making and other construction / industrial applications. The annual inputs / outputs from the site are as follows:
 - Circa 12,500 tonnes clay / siltstone output (approx. 9,600 cu meters)
 - Circa 25,000 tonnes construction material throughput for treatment
 - 12,500 tonnes used for restoration
 - 12,500 tonnes recycled (output)
- 2.2. Following the clay extraction, the site will be subsequently restored with suitably treated imported materials which will be sourced from the on site minerals recycling facility. The site will then be restored back to a deciduous forestry plantation.
- 2.3. The overall extraction period is anticipated to be around 31 years, but the site will be worked and restored progressively such that the area of disturbed or unrestored land is minimised.

3. Traffic Impact

- 3.1. It is anticipated that the site will be serviced by Type 1, 2 or 3 Tipper trucks.
- 3.2. The existing eastern access onto Loxwood Road will be utilised in an improved form and swept path tracking has been undertaken to test the ability of such vehicles to be able to negotiate this access and drawings numbered NJC-001 and 002 are included as Appendix A to this note. These drawings demonstrate that the access arrangements are suitable for such vehicles to enter and leave Loxwood Road through this existing access junction without encroaching onto the oncoming carriageway.

- 3.3. It is recognised however that some ongoing maintenance will need to be undertaken to the surfacing of the access and its associated verges, throughout the minerals operation.
- 3.4. Following discussions with the Highway Authority, concern was raised that vehicles may park within the access road thereby hindering the ability for vehicles to enter and leave the site. The access road is therefore proposed to be widened to allow for vehicles parking within this area, whilst maintaining adequate manoeuvring room.
- 3.5. It is anticipated that the number of vehicle movements associated with the development will not exceed 42 daily traffic movements (21 in and 21 out) based on the use of Type 1 Tipper Trucks.
- 3.6. It is recognised that the most direct route to the strategic highway network (A24) is to the east. Whilst this would allow two lorries to pass one another, some caution would be required. The width of Loxwood Road has been measured in strategic locations and for the majority of its length it varies in width, but for the main it is in excess of 5.5m. There is a small section of Loxwood Road west of Exfold Farm that narrows to 5.1m for a distance of some 80.0m. Whilst this would allow two lorries to pass one another, some caution would be required. This section is straight however with excellent forward visibility. Approaching vehicles would therefore have adequate time and distance to take appropriate action. Details of the road widths are included as Appendix B to this report.
- 3.7. Traffic speed and volume surveys were undertaken at three locations on Loxwood Road. Automatic Traffic Counters (ATC's) were installed at three separate locations. ATC 1 and ATC 2 were positioned east and west of the access junction whilst ATC 3 was positioned to the north west, close to the A281 Guildford Road junction. The locations of the ATC's and a summary of the results are attached as Appendix C to this note.
- 3.8. Average daily traffic volumes at Loxwood Road site access were recorded at an average of 1240 vehicles per day, whilst 14 of these were recorded as HGV's. To the east, traffic volumes were higher with average flows of 1825 vehicles, 36 of which were recorded to be HGV's. With the presence of Covid 19, it is likely that traffic volumes on this road will be higher, however this should not materially affect the capacity of Loxwood Road.
- 3.9. The traffic associated with this proposal is likely to increase the recorded vehicular volumes by some 3.2% to the west, at the site access and by just 2.3% at the A281 Guildford Road junction. This is not considered to be a material increase when spread throughout the day.

4. Access and Visibility

- 4.1. Access to the site is to be from the existing access east of the site, which also serves an existing cottage and layby.
- 4.2. Loxwood Road at this point is subject to the National Speed Limit, however in order to ascertain the actual speed of traffic on this road, 2 ATC's were installed, east and west of the access.
- 4.3. ATC 1 recorded traffic approaching the site from the west to be 48.1mph when adjusted for wet weather. Traffic approaching the site from the south east was recorded at 42.5mph, again when adjusted for wet weather.

- 4.4. Utilising the Sight Stopping Distance formula taken from Manual for Streets 2, where $SSD = vt + V^2/2(d+0.1a)$, Y distance visibility splays of 152.0m are required to the west and 125.0m to the south east.
- 4.5. In order to determine the extent of the public highway in the vicinity of the access, an extent of public highway search was undertaken and the plan is included as Appendix D to this note. The plan shows that there is a considerable amount of highway verge east and west of the access which can be utilised for the required visibility splays.
- 4.6. Drawing numbered NJC-003 is attached as Appendix E to this note. This shows the available visibility at the site access and it can be seen that a maximum splay of 2.4m by 150m can be achieved to the west. This is the more critical direction as cars will be approaching the site access on the nearside of the carriageway.
- 4.7. To the south east, utilising an X distance of 2.4m, a splay of 105m can be achieved to the nearside of the carriageway. Using an X distance of 4.5m actually increases the Y distance to 108.9m. Drawings are also included which shows forward visibility for cars approaching the access from the east.
- 4.8. Whilst the south easterly splay of 108.9m is slightly less than the 114m required from the adjusted measured speeds, vehicles are unlikely to be overtaking at this point, given the alignment of the road. Additionally, given the suggested lorry routeing that will be in place, vehicles will be turning left out of the site and so the critical splay will be to the west, where adequate visibility is available.
- 4.9. It is therefore considered that adequate visibility is available at the site access to serve the limited number of traffic movements that the development will produce.

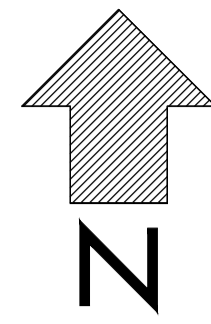
5. Summary and Conclusion

- 5.1. This technical note has been produced on behalf of Loxwood Clay Pits Limited to support a proposal for clay extraction and minerals recycling facility at the Loxwood Clay Pit, Loxwood Road, Billinghamurst.
- 5.2. The proposal will generate 21 number 10.4m long tipper trucks on a daily basis.
- 5.3. The amount of traffic generated by the proposal represents around a 3% increase of traffic on the immediate highway network.
- 5.4. The site access junction with Loxwood Road has the ability to cater for the turning requirements of the likely vehicles that will be operating.
- 5.5. Adequate visibility can be provided in accordance with the requirements of Manual for Streets 2.
- 5.6. The surrounding highway network both east and west of the site is suitable in width to accommodate the traffic likely to be generated, whilst the junctions at the A281 Guildford Road and B2133 The High Street both have adequate junction geometry.
- 5.7. The highway implications of the proposal are therefore considered not to cause any demonstrable harm to highway safety.

Nick Culhane March 2021

Appendix A

Swept Path Diagrams



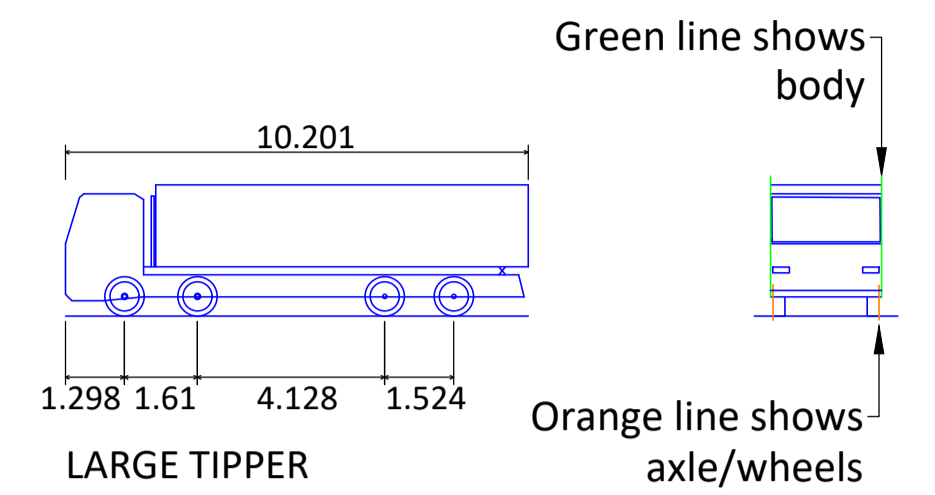
LOXWOOD ROAD

BAY 1 - ACCESS

LOXWOOD ROAD

BAY 1 - EGRESS

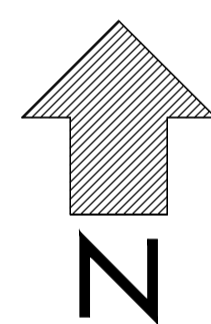
VEHICLE DETAILS:



LARGE TIPPER

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	11.550m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements



Client



Project

LOXWOOD ROAD

Drawing Title

SWEPT PATH ANALYSIS USING A
4 AXLES RIGID TIPPER

Drawing Status

FOR PLANNING

Drawn	Designed NC	Date MAR 2021	Scale 1:200	Size A1
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Drawing No. NJC-002	Rev -
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Appendix B

Road Widths

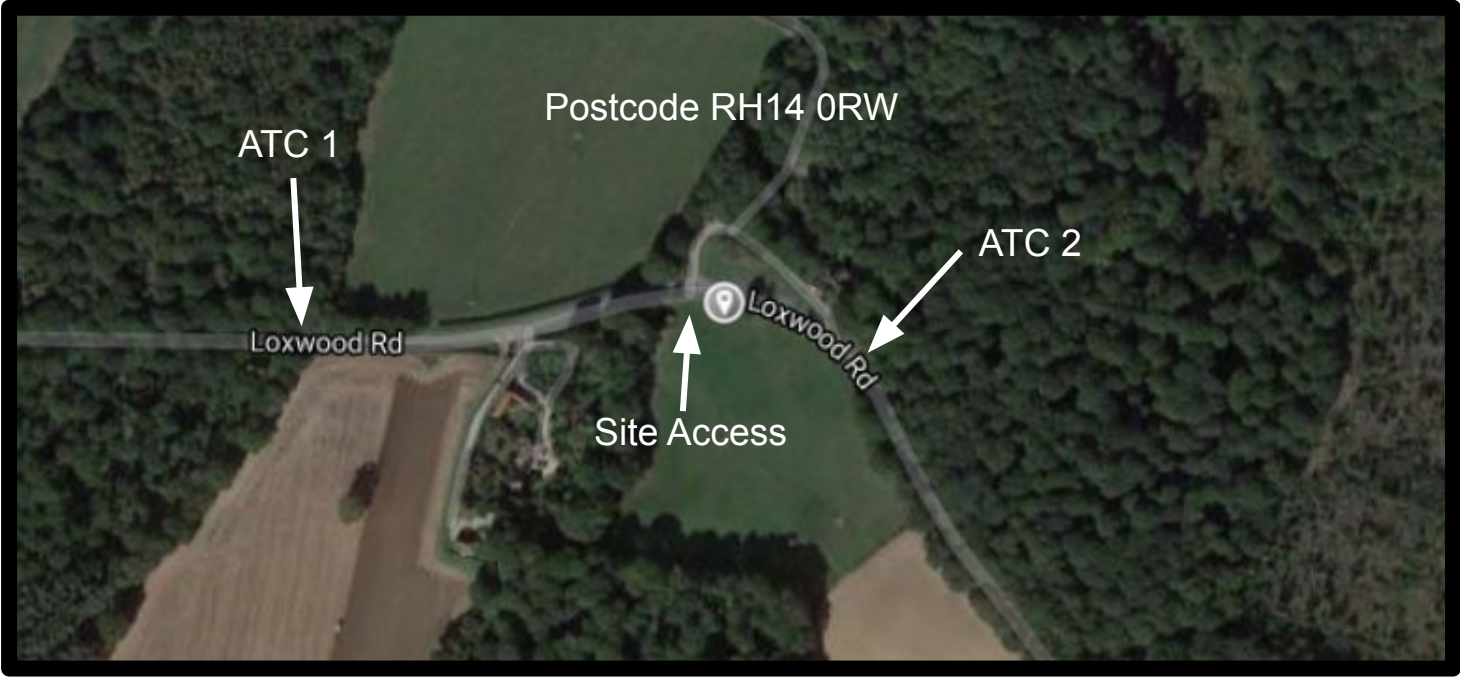






Appendix C

Automatic Traffic Count Data



Phoenix Traffic Surveys Ltd, Class Report

Globals

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Descriptor Phoenix Traffic Surveys Ltd, Class Report
Created by MetroCount Traffic Executive
Creation Time (UTC) 2020-07-05T14:09:53
Legal Copyright (c)1997 - 2016 MetroCount
Graphic
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name NCHLOX01
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JD\ATC SECTION\EC0 FILES\NCHLOX01 0 2020-07-05 1120.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD W
Lane 0
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-19T09:58:46
Start Time 2020-06-19T09:58:46
Finish Time 2020-07-05T11:20:46
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? Y0945954 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header (c) 2003 North Weevilbrook County
Footer Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2020-06-23T00:00:00
Filter End 2020-06-30T00:00:00
Class Scheme ARX
F Cis(1-10) Dir(E) Sp(0,140) Headway(I0) Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 140
Posted Limit 0
Speed Limits 15 2 0 0 0 0 0 0 0
Separation 0.000
Separation Type Headway
Direction East
Encoded Direction 2

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-989

Site Name - NCHLOX01

Description - LOXWOOD RD W

Direction - East

Virtual Day (7)

Time	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	44.7	-	-
0100	-	0	0	0	0	0	0	0	0	0	0	0	39.6	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	51.8	-	-
0400	-	1	0	0	0	0	0	0	0	0	0	0	50.3	-	-
0500	-	7	0	6	0	1	0	0	0	0	0	0	46.4	-	6.4
0600	-	19	1	17	0	1	0	0	0	0	0	0	46.2	52.8	8.6
0700	-	48	1	42	0	4	0	0	0	0	0	0	45.6	51.6	7
0800	-	58	2	50	0	6	0	0	0	0	0	0	45.6	52.1	8.6
0900	-	54	3	46	0	5	0	1	0	0	0	0	42.9	50.1	9.2
1000	-	51	4	42	0	4	0	0	0	0	0	0	40.7	48.6	9.8
1100	-	49	4	40	0	3	0	0	0	0	0	0	41	50.1	10.2
1200	-	51	3	40	0	6	0	0	0	0	0	0	41.5	48.4	8.6
1300	-	48	1	42	0	4	0	0	0	0	0	0	42.2	48.3	7
1400	-	55	2	45	1	7	0	0	0	0	0	0	42.5	49.4	7.7
1500	-	54	4	48	0	2	0	0	0	0	0	0	43.2	50	8.5
1600	-	49	1	43	0	4	0	0	0	0	0	0	44	50.1	7
1700	-	43	3	37	0	4	0	0	0	0	0	0	43.2	51.4	9.6
1800	-	30	3	25	0	1	0	0	0	0	0	0	42.1	50.2	10.3
1900	-	19	1	16	0	2	0	0	0	0	0	0	43	51.7	10.4
2000	-	16	0	15	0	1	0	0	0	0	0	0	47.5	55.7	10.2
2100	-	10	0	9	0	0	0	0	0	0	0	0	44.1	-	7.1

Phoenix Traffic Surveys Ltd, Class Report

Globals

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Graphic	
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Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	NCHLOX01
Site Attribute	LOXWOOD
File Name	F:\PROJECTS\200606 NCHC LOXWOOD ATC JD\ATC SECTION\EC0 FILES\NCHLOX01 0 2020-07-05 1120.EC0
File Type	Plus
Algorithm	Factory default axle
Description	LOXWOOD RD W
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
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Start Time	2020-06-19T09:58:46
Finish Time	2020-07-05T11:20:46
Operator	JD
Configuration	40 MC5600 00 00 00 00 00 ? Y0945954 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2020-06-23T00:00:00
Filter End	2020-06-30T00:00:00
Class Scheme	ARX
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Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

2200	-	6	0	6	0	0	0	0	0	0	0	0	0	43.3	-	8.3
2300	-	2	0	2	0	0	0	0	0	0	0	0	0	44.2	-	5.6
00-07	-	28	1	24	0	3	0	0	0	0	0	0	0	46.2	52.8	8
07-10	-	160	6	138	1	15	0	1	0	0	0	0	0	44.7	51.4	8.5
10-16	-	308	19	257	2	27	1	2	0	0	0	0	0	41.9	49.1	8.7
16-19	-	122	7	105	1	9	0	0	0	0	0	0	0	43.3	50.8	8.8
19-00	-	53	2	48	0	3	0	0	0	0	0	0	0	44.6	52.5	9.6
00-00	-	672	34	572	3	56	2	3	1	1	0	0	0	43.2	50.6	8.8

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-989

Site Name - NCHLOX01

Description - LOXWOOD RD W

Direction - West

Virtual Day (7)

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0100	-	0	0	0	0	0	0	0	0	0	0	0	65.1	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	50.1	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	-	1	0	0	0	0	0	0	0	0	0	0	49.4	-	-
0500	-	4	0	3	0	0	0	0	0	0	0	0	45.5	-	9
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0700	-	33	2	24	0	5	0	0	0	0	0	0	44.6	52.6	8.7
0800	-	44	3	34	0	6	0	0	0	0	0	0	43.8	52.1	8.6
0900	-	47	5	36	0	5	0	1	0	0	0	0	41.2	49.3	9.4
1000	-	54	4	43	0	5	0	1	0	0	0	0	41.7	50.3	9.1
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1200	-	57	3	48	1	5	0	0	0	0	0	0	43.1	49.9	7.6
1300	-	51	1	44	0	5	0	0	0	0	0	0	43.8	50.2	7.2
1400	-	52	3	43	1	5	0	0	0	0	0	0	43.4	50.2	7.7
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1600	-	61	3	53	1	4	0	0	0	0	0	0	44.7	52	8.8
1700	-	57	3	51	0	2	0	0	0	0	0	0	45	52.2	8.5
1800	-	42	3	38	0	1	0	0	0	0	0	0	45.3	53.9	8.9
1900	-	26	1	24	0	1	0	0	0	0	0	0	45.8	53.3	8.7
2000	-	20	3	16	0	1	0	0	0	0	0	0	47.1	57.2	10.3
2100	-	11	0	10	0	1	0	0	0	0	0	0	47.7	60.4	10.2

2200	-	6	0	6	0	0	0	0	0	0	0	0	0	48	-	9
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00-07	-	17	1	13	0	3	0	0	0	0	0	0	0	47.5	56.4	9.9
07-10	-	124	10	95	0	16	1	1	0	0	0	0	0	43	51	9
10-16	-	322	17	273	2	26	1	2	1	0	0	0	0	43.2	50.2	7.9
16-19	-	161	9	142	1	7	0	1	0	0	0	0	0	44.9	52.5	8.7
19-00	-	66	4	60	0	2	0	0	0	0	0	0	0	46.8	55.7	9.4
00-00	-	690	41	582	4	55	2	4	1	1	0	0	0	44	51.5	8.6

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id	CustomList-987
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Graphic	
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Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

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Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
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Start Time	2020-06-19T10:00:05
Finish Time	2020-07-05T11:26:05
Operator	JD
Configuration	40 MC5600 00 00 00 00 00 ? N6306VRE MC56-L4 [MC55] (c)Microcom 19Sep03

Profile

Name	Default Profile
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Graphic Logo	
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Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2020-06-23T00:00:00
Filter End	2020-06-30T00:00:00
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Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-987

Site Name - NCHLOX02

Description - LOXWOOD RD E

Direction - North

Virtual Day (7)

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0100	-	0	0	0	0	0	0	0	0	0	0	0	48.6	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	44.5	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	-	1	0	1	0	0	0	0	0	0	0	0	39.6	-	5.3
0500	-	4	0	3	0	0	0	0	0	0	0	0	39	-	8.8
0600	-	11	1	9	0	2	0	0	0	0	0	0	40.6	48.6	8.5
0700	-	37	2	30	0	4	0	0	0	0	0	0	37.5	43.3	7.2
0800	-	44	2	35	0	5	1	0	0	0	0	0	36.9	43.9	8
0900	-	50	6	39	0	5	0	0	0	0	0	0	34.5	41.9	8.9
1000	-	55	5	44	0	5	0	1	0	0	0	0	35.1	43.1	8.4
1100	-	52	4	44	0	3	0	1	0	0	0	0	35.8	42.4	7.7
1200	-	55	3	46	1	5	0	0	0	0	0	0	37.2	42.5	6.4
1300	-	51	2	44	0	5	0	0	0	0	0	0	37.6	42.6	6.4
1400	-	52	3	44	1	4	0	0	0	0	0	0	37.2	42.8	6.6
1500	-	59	2	53	0	3	0	0	0	0	0	0	38	43.1	6.1
1600	-	59	2	53	1	4	0	0	0	0	0	0	38.6	43.9	6.1
1700	-	49	3	44	0	2	0	0	0	0	0	0	37.8	44.3	7.7
1800	-	37	2	34	0	1	0	0	0	0	0	0	39.2	46.3	7.5
1900	-	23	1	21	0	1	0	0	0	0	0	0	39	44.6	7.5
2000	-	17	2	14	0	1	0	0	0	0	0	0	40.4	47.1	8.5
2100	-	10	0	9	0	0	0	0	0	0	0	0	40	47.8	9.4
2200	-	5	0	5	0	0	0	0	0	0	0	0	41.4	-	7.4
2300	-	3	0	3	0	0	0	0	0	0	0	0	39.5	-	3.9
00-07	-	18	1	14	0	3	0	0	0	0	0	0	40.2	47.4	8.3
07-10	-	131	10	103	1	15	1	1	0	0	0	0	36.2	43	8.3
10-16	-	324	17	275	2	24	1	2	1	0	0	0	36.8	42.8	7
16-19	-	146	7	131	1	7	0	0	0	0	0	0	38.5	44.5	7.1
19-00	-	58	4	52	0	2	0	0	0	0	0	0	39.8	46.4	8
00-00	-	677	39	575	4	51	2	3	1	1	0	1	37.4	43.7	7.5

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-987
Site Name - NCHLOX02
Description - LOXWOOD RD E
Direction - North

Virtual Week (1)

Time	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	-	561	18	483	5	53	0	1	0	0	0	1	37.7	42.9	6.5
Tue	-	801	46	680	6	61	3	3	2	0	0	0	37.7	43.4	7.1
Wed	-	743	46	615	4	70	1	3	1	3	0	0	36.9	43.7	8.1
Thu	-	782	33	657	8	77	4	1	2	0	0	0	38.1	43.9	6.7
Fri	-	759	31	654	5	63	3	1	2	0	0	0	38.2	44.4	6.9
Sat	-	500	12	466	0	18	2	2	0	0	0	0	38	43.4	6.5
Sun	-	591	87	470	3	14	0	11	0	1	0	5	34.9	43.2	9.8
--	-	4737	273	4025	31	356	13	22	7	4	0	6	37.4	43.7	7.5

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id CustomList-987
Descriptor Phoenix Traffic Surveys Ltd, Class Report
Created by MetroCount Traffic Executive
Creation Time (UTC) 2020-07-05T14:07:02
Legal Copyright (c)1997 - 2016 MetroCount
Graphic
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name NCHLOX02
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JD\ATC SECTION\EC0 FILES\NCHLOX02 0 2020-07-05 1126.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD E
Lane 0
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-19T10:00:05
Start Time 2020-06-19T10:00:05
Finish Time 2020-07-05T11:26:05
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? N6306VRE MC56-L4 [MC55] (c)Microcom 19Sep03

Profile

Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header (c) 2003 North Weevilbrook County
Footer Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2020-06-23T00:00:00
Filter End 2020-06-30T00:00:00
Class Scheme ARX
F Cis(1-10) Dir(S) Sp(0,140) Headway(I) Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 140
Posted Limit 0
Speed Limits 15 2 0 0 0 0 0 0 0
Separation 0.000
Separation Type Headway
Direction South
Encoded Direction 4

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-987

Site Name - NCHLOX02

Description - LOXWOOD RD E

Direction - South

Virtual Day (7)

Time	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	40.6	-	-
0100	-	0	0	0	0	0	0	0	0	0	0	0	35.9	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	-	1	0	0	0	1	0	0	0	0	0	0	44.8	-	-
0500	-	7	0	6	0	1	0	0	0	0	0	0	41.6	-	6.6
0600	-	18	0	16	0	1	0	0	0	0	0	0	42.4	48.6	6.8
0700	-	48	1	43	0	4	0	0	0	0	0	0	40.5	45.7	7
0800	-	61	2	54	0	5	0	0	0	0	0	0	39.7	45.9	7.8
0900	-	55	3	46	0	4	0	1	0	0	0	0	38	44.7	8.2
1000	-	52	4	44	0	3	0	0	0	0	0	0	36.1	43.5	10.3
1100	-	51	4	43	0	3	0	0	0	0	0	0	37.2	44.6	8.7
1200	-	51	3	41	0	7	0	0	0	0	0	0	37.9	43.6	7.1
1300	-	48	1	41	0	4	0	1	0	0	0	0	37.9	43.5	6.7
1400	-	55	3	45	1	6	0	0	0	0	0	0	38.4	44.6	7.5
1500	-	53	3	47	0	2	0	0	0	0	0	0	38.9	44.8	7.3
1600	-	49	1	43	0	4	0	0	0	0	0	0	39.4	44.5	6.3
1700	-	38	2	34	0	3	0	0	0	0	0	0	38.9	46.2	8.2
1800	-	26	3	22	0	1	0	0	0	0	0	0	37.3	45.1	9.7
1900	-	18	1	16	0	1	0	0	0	0	0	0	38.7	45.8	8.6
2000	-	14	0	13	0	1	0	0	0	0	0	0	42	48.8	8.6
2100	-	8	0	8	0	0	0	0	0	0	0	0	39.8	-	6.9

2200	-	6	0	6	0	0	0	0	0	0	0	0	0	38.1	-	6.5
2300	-	2	0	2	0	0	0	0	0	0	0	0	0	36.3	-	8.3
00-07	-	26	0	23	0	3	0	0	0	0	0	0	0	42.1	48.6	6.7
07-10	-	164	5	143	1	13	0	1	0	0	0	0	0	39.4	45.5	7.8
10-16	-	311	18	261	2	25	1	2	0	0	0	0	0	37.7	44	8.1
16-19	-	113	5	99	0	8	0	0	0	0	0	0	0	38.7	45.2	7.8
19-00	-	48	2	44	0	2	0	0	0	0	0	0	0	39.7	46.5	8.2
00-00	-	663	32	570	3	51	1	3	1	0	0	1	38.6	45	8	

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id CustomList-988
Descriptor Phoenix Traffic Surveys Ltd, Class Report
Created by MetroCount Traffic Executive
Creation Time (UTC) 2020-07-05T14:07:56
Legal Copyright (c)1997 - 2016 MetroCount
Graphic
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name NCHLOX03
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JDI\ATC SECTION\EC0 FILES\NCHLOX03 0 2020-06-24 1933.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD WEST OF GUILDFORD (A281)
Lane 0
Direction 8
Direction Text 8 - East bound AJB, West bound BJA.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-19T10:25:20
Start Time 2020-06-19T10:25:20
Finish Time 2020-06-24T19:33:20
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? BX75T8G5 MC56-L5 [MC55] (c)Microcom 19Oct04

Dataset

Site Name NCHLOX03
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JDI\ATC SECTION\EC0 FILES\NCHLOX03 0 2020-07-05 1133.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD WEST OF GUILDFORD RD (A281)
Lane 0
Direction 8
Direction Text 8 - East bound AJB, West bound BJA.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-24T08:53:36
Start Time 2020-06-24T08:53:36
Finish Time 2020-07-05T11:32:36
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? BX80044S MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header (c) 2003 North Weevilbrook County
Footer Data Processing Dept., Building 3, Conville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2020-06-23T00:00:00
Filter End 2020-06-30T00:00:00
Class Scheme ARX
F CIs(1-10) Dir(E) Sp(0,140) Headway(0) Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 140
Posted Limit 0
Speed Limits 15 2 0 0 0 0 0 0 0 0
Separation 0.000
Separation Type Headway
Direction East
Encoded Direction 2

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-988

Site Name - NCHLOX03; NCHLOX03

Description - Multiple Files! See Header sheet.

Direction - East

Virtual Day (7)

Time	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	2	0	2	0	0	0	0	0	0	0	0	28.8	-	8.6
0100	-	0	0	0	0	0	0	0	0	0	0	0	22.8	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	29.4	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	-	1	0	0	0	1	0	0	0	0	0	0	27.2	-	5.6
0500	-	8	0	6	0	2	0	0	0	0	0	0	29.7	-	5.2
0600	-	21	0	18	0	3	0	0	0	0	0	0	29.4	35.7	6.9
0700	-	55	1	46	0	7	0	0	0	0	0	0	27.7	33.9	5.7
0800	-	80	2	69	1	8	0	0	0	0	0	0	26.5	31.7	5.4
0900	-	68	2	59	1	6	0	1	0	0	0	0	26.2	31.8	5.7
1000	-	69	4	59	0	6	0	1	0	0	0	0	24.9	30.9	6.7
1100	-	68	4	58	0	5	0	0	0	0	0	0	24.7	31	6.6
1200	-	65	2	54	0	7	0	0	0	0	0	0	25.7	31.7	5.9
1300	-	64	3	53	1	6	0	0	0	0	0	0	25.9	31.4	6.4
1400	-	76	2	63	1	10	0	0	0	0	0	0	25.2	30.9	6.2
1500	-	73	3	64	1	4	0	1	0	0	0	0	25.6	31.1	6.1
1600	-	75	1	66	1	6	0	0	0	0	0	0	25.5	30.5	5.7
1700	-	67	3	59	0	5	0	0	0	0	0	0	26	32	6.6
1800	-	45	2	41	0	2	0	0	0	0	0	0	24.6	30.8	7.2
1900	-	29	1	25	0	2	0	0	0	0	0	0	25.7	32.6	7.4
2000	-	25	1	21	0	2	0	0	0	0	0	0	26.2	33	7.2
2100	-	15	0	14	0	1	0	0	0	0	0	0	26.2	33.4	7.7

2200	-	8	0	7	0	0	0	0	0	0	0	0	0	27.8	-	6.5
2300	-	4	0	4	0	0	0	0	0	0	0	0	0	26.5	-	5.7
00-07	-	32	1	26	0	6	0	0	0	0	0	0	0	29.3	35.5	6.5
07-10	-	203	5	174	2	20	1	1	0	0	0	0	0	26.7	32.3	5.6
10-16	-	415	18	351	3	39	1	3	0	0	0	0	1	25.3	31.2	6.3
16-19	-	187	6	166	1	13	0	0	0	0	0	0	0	25.5	31.2	6.4
19-00	-	81	2	72	1	5	0	0	0	0	0	0	0	26.2	33.1	7.2
00-00	-	918	32	789	7	82	2	4	1	1	0	1	25.9	31.8	6.3	

Phoenix Traffic Surveys Ltd, Class Report

Globals
Report Id CustomList-988
Descriptor Phoenix Traffic Surveys Ltd, Class Report
Created by MetroCount Traffic Executive
Creation Time (UTC) 2020-07-05T14:09:07
Legal Copyright (c)1997 - 2016 MetroCount
Graphic
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset
Site Name NCHLOX03
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JDIATC SECTION\EC0 FILES\NCHLOX03 0 2020-06-24 1933.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD WEST OF GUILDFORD (A281)
Lane 0
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-19T10:25:20
Start Time 2020-06-19T10:25:20
Finish Time 2020-06-24T19:33:20
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? BX75T8G5 MC56-L5 [MC55] (c)Microcom 19Oct04

Dataset
Site Name NCHLOX03
Site Attribute LOXWOOD
File Name F:\PROJECTS\200606 NCHC LOXWOOD ATC JDIATC SECTION\EC0 FILES\NCHLOX03 0 2020-07-05 1133.EC0
File Type Plus
Algorithm Factory default axle
Description LOXWOOD RD WEST OF GUILDFORD RD (A281)
Lane 0
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2020-06-24T08:53:36
Start Time 2020-06-24T08:53:36
Finish Time 2020-07-05T11:32:36
Operator JD
Configuration 40 MC5600 00 00 00 00 00 ? BX80044S MC56-L5 [MC55] (c)Microcom 19Oct04

Profile
Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header (c) 2003 North Weevilbrook County
Footer Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2020-06-23T00:00:00
Filter End 2020-06-30T00:00:00
Class Scheme ARX
F Cls(1-10) Dir(W) Sp(0,140) Headway(0) Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 140
Posted Limit 0
Speed Limits 15 2 0 0 0 0 0 0 0
Separation 0.000
Separation Type Headway
Direction West
Encoded Direction 8

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-988

Site Name - NCHLOX03; NCHLOX03

Description - Multiple Files! See Header sheet.

Direction - West

Virtual Day (7)

Time	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	2	0	2	0	0	0	0	0	0	0	0	30.7	-	6.6
0100	-	1	0	1	0	0	0	0	0	0	0	0	31.9	-	-
0200	-	1	0	1	0	0	0	0	0	0	0	0	31.1	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	32	-	-
0400	-	2	0	1	0	0	0	0	0	0	0	0	31.4	-	5.9
0500	-	4	0	3	0	0	0	0	0	0	0	0	33.3	-	6.5
0600	-	15	1	11	0	2	0	0	0	0	0	0	31.2	38.1	6.8
0700	-	49	3	38	0	7	1	0	0	0	0	0	29.8	35.7	6.3
0800	-	56	4	44	0	7	2	0	0	0	0	0	28.1	34.3	6.6
0900	-	64	4	50	1	7	0	1	0	0	0	0	27.7	33.4	6
1000	-	68	4	54	1	6	2	1	0	0	0	1	26.9	33.1	6.5
1100	-	67	3	56	1	4	2	1	0	0	0	0	27.2	32.8	6.2
1200	-	70	3	58	1	6	2	0	0	0	0	0	28	33.8	6.4
1300	-	65	2	54	1	7	1	1	0	0	0	0	27.6	33.4	6.7
1400	-	71	3	58	1	7	1	0	0	0	0	0	27.4	33.2	6.1
1500	-	80	2	71	1	4	2	0	0	0	0	0	27.4	32.7	6.1
1600	-	79	2	66	1	7	2	0	0	0	0	0	27.8	33.6	6
1700	-	79	3	71	0	3	1	0	0	0	0	0	28.2	33.8	6
1800	-	59	3	52	0	2	2	0	0	0	0	0	27.7	35	7.8
1900	-	36	1	31	0	1	1	1	0	0	0	0	28.5	35.6	8.2
2000	-	25	2	22	0	1	0	0	0	0	0	0	29.4	35.3	6.3
2100	-	12	1	10	0	1	0	0	0	0	0	0	29.5	35.9	6.7

2200	-	9	0	9	0	0	0	0	0	0	0	0	0	29.7	-	6.3
2300	-	5	0	4	0	0	0	0	0	0	0	0	0	29.8	-	5.4
00-07	-	24	1	19	0	3	0	0	0	0	0	0	0	31.5	38.6	6.7
07-10	-	169	11	132	1	21	3	1	0	0	0	0	0	28.5	34.4	6.4
10-16	-	421	18	351	4	34	9	4	0	1	0	1	27.4	33.2	6.3	
16-19	-	217	8	189	2	13	4	0	0	0	0	0	27.9	34.1	6.5	
19-00	-	87	4	77	0	3	2	1	0	0	0	0	29.1	35.3	7.2	
00-00	-	917	42	768	7	74	18	6	1	1	0	1	28	33.9	6.5	

Appendix D

Extent of Public Highway information

Date of Report: 13/11/2019
Search Type: Extent of Highways Enquiry
Your Reference: DAN00056/00001
Our Reference: 1899158

Dear Sirs

LAND AT BRICKKILN FARM, STATION ROAD, LOXWOOD, RH14 0SJ

Thank you for your enquiry. Please find response from West Sussex County Council below: -

I have shown shaded in pink the extent of the publicly maintainable highway in the immediate vicinity of the above named property according to the West Sussex County Council's current records. This reply is specific to the above mentioned property and cannot be relied upon for use on any other property.

We trust you find this search in order. If you have any queries, please contact us on *0121 546 0377*.

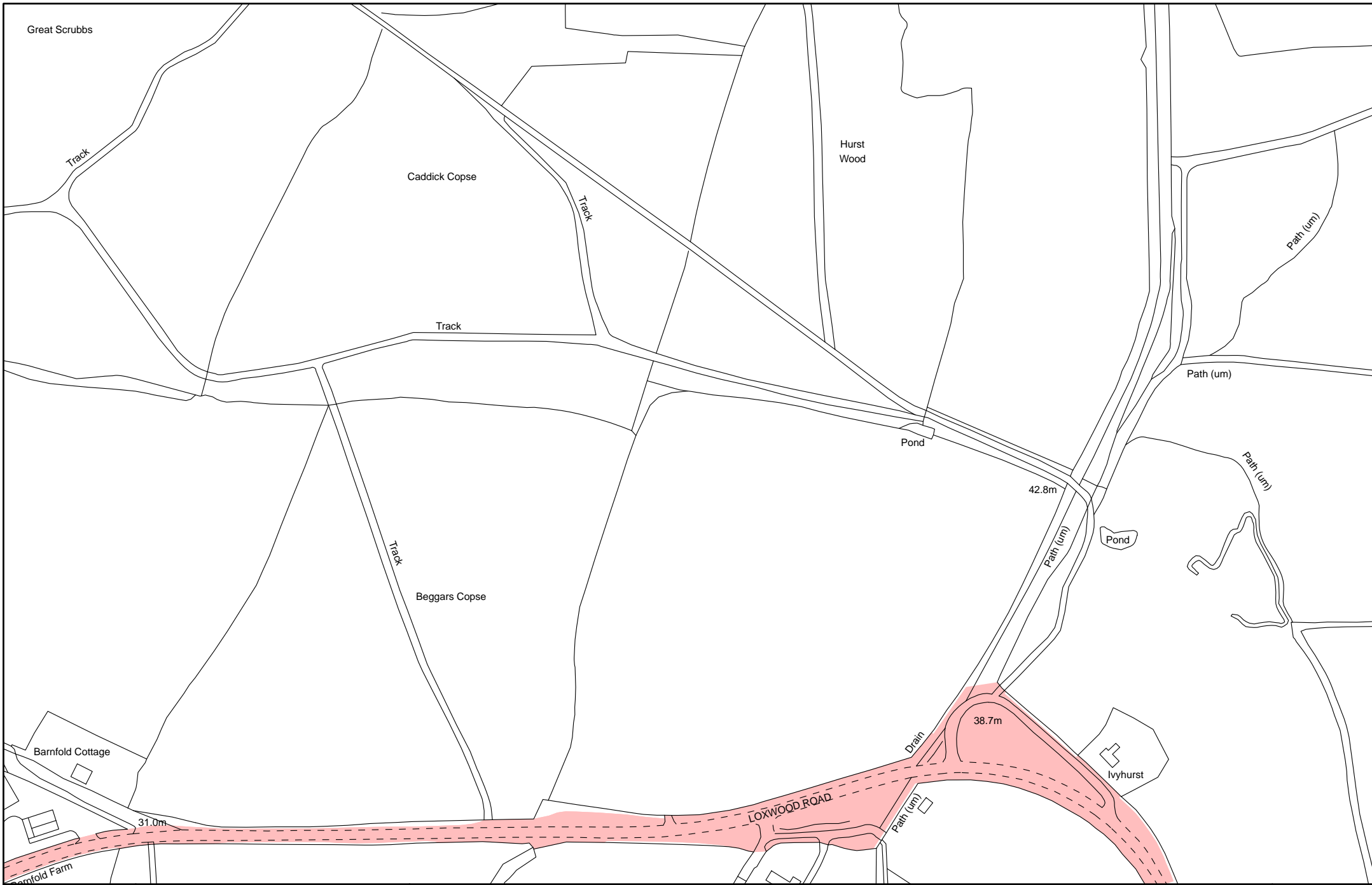
While every effort is made to obtain as much information as possible Index Property Information is dependent on the data provider for the accuracy and extent of the information supplied and accordingly, cannot be held liable for inaccurate or incomplete information supplied to Index Property Information.

Yours faithfully



Kate Bould
Index Property Information

Attached

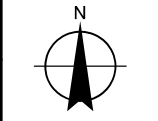


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Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 12/11/2019
 Scale: 1:2,500



Appendix E

Visibility Splays

Speed Calculator Results for Loxwood Clay Pit Access

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

42.5 mph 18.999 m/s

Enter vehicle speed

v = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles 2

a = 0 +ve for upgrades and -ve for downgrades

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

SSD = 112 m

SSD adjusted for bonnet length (MfS only) = 114 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

48.1 mph 21.503 m/s

v = 21.503 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles 2

a = 0 +ve for upgrades and -ve for downgrades Select vehicle type

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

SSD = 137 m

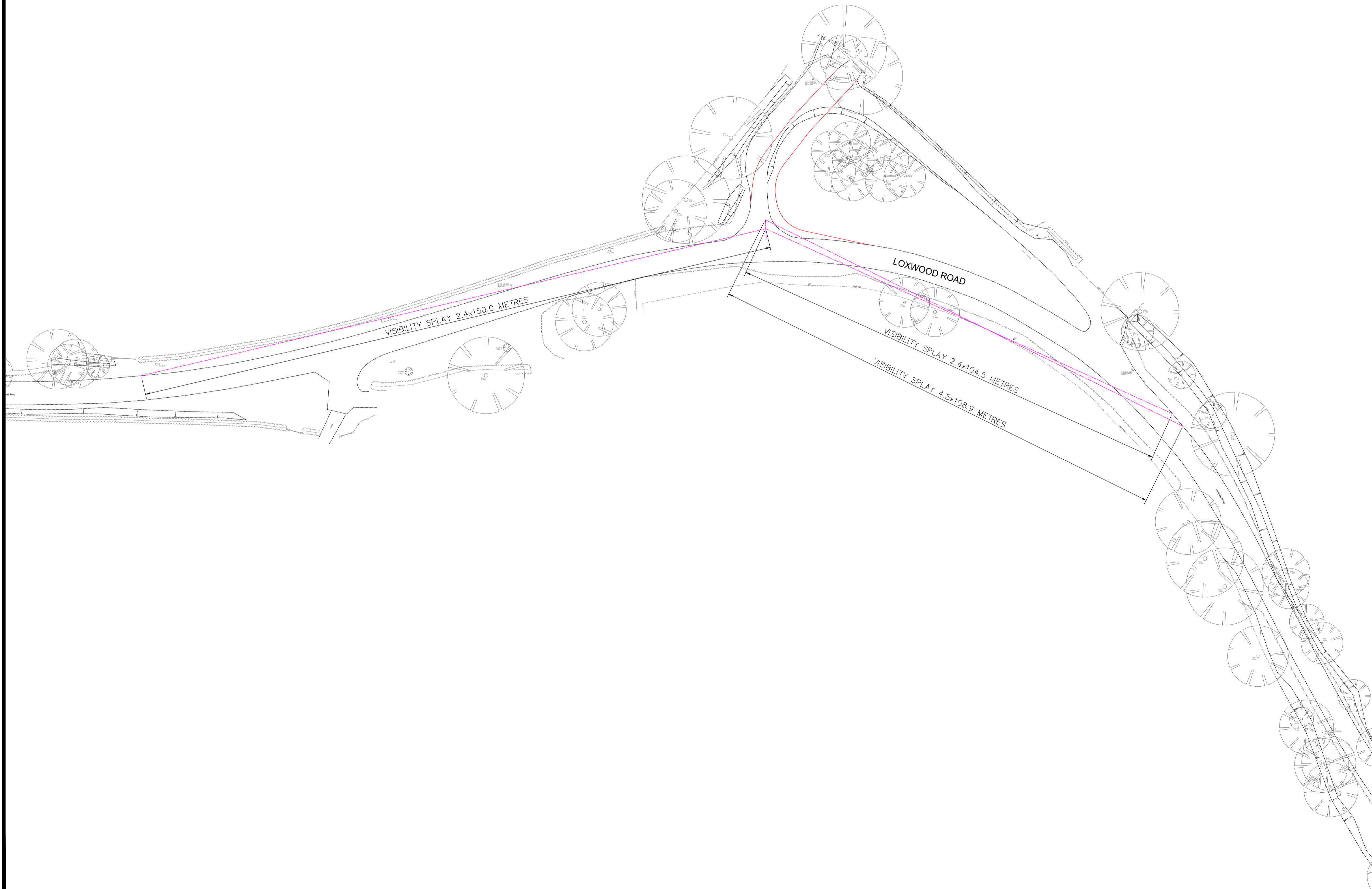
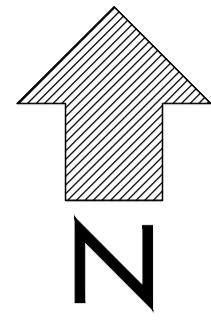
SSD adjusted for bonnet length (MfS only) = 140 m (SSD + 2.4m)


Conversions

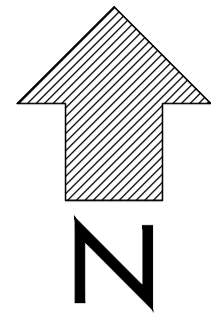
mph to kph 0.0

kph to mph 0.0

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.



Client				
 Nick Culhane Highway Consultant				
Project				
LOXWOOD ROAD				
Drawing Title				
PROPOSED VISIBILITY SPLAYS				
Drawing Status				
FOR PLANNING				
Drawn	Designed	Date	Scale	Size
	NC	MAR 2021	1:500	A1
Drawing No.				Rev
NJC-003				-



Client



Nick Culhane
Highway Consultant

Project

LOXWOOD CLAY PIT

Drawing Title

FORWARD VISIBILITY
4 AXLES RIGID TIPPER

Drawing Status

FOR PLANNING

Drawn	Designed NC	Date MAR 2021	Scale 1:500	Size A1
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Drawing No.	NJC-001	Rev	-
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