

TECHNICAL NOTE – 10749/01
HIGHWAYS APPRAISAL

Proposed Change of Use, Blackland Lakes, Calne, Wiltshire
on Behalf of Blackland Lakes Limited



DOCUMENT ISSUE RECORD

Client: Blackland Lakes Limited
Project: Proposed Change of Use, Blackland Lakes, Calne, Wiltshire
Job Number: 10749
Document Title: Technical Note – 10749/01 Highways Appraisal

Issue No.	1	2		
Date	December 2025	December 2025		
Description / Status	Draft for Client Comment	Formal Issue		
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1.0 INTRODUCTION

- 1.1 This *Technical Note* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Blackland Lakes Limited in support of a proposed change of use (sui generis) at Blackland Lakes, Calne, Wiltshire. Refer to CE Plan 10749-201 [*Site Location Plan*] enclosed with this Report.
- 1.2 The development proposals involve the redevelopment of the northwestern plot of land (Paddock 1), which is currently used by touring caravans or motor homes, to provide 4 No. padel tennis courts, small café, reception, seating area and associated car parking. Refer to Drawing No. 03 [*Site Plan*] (by PWG Architecture & Surveying) enclosed with this Report. Full details of the development proposals are included within Section 4.0 of this Report.
- 1.3 This Report considers the traffic, transportation and highway implications associated with the proposed development, including matters specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangements and parking provision, and the predicted vehicular trip generation.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 2.1 The development is situated to the southeast of the town of Calne, Wiltshire, approximately 2.6km to the southeast of the town centre and 400m from the edge of the built-up area.
- 2.2 The site is situated on Stockley Lane, which connects the A4 (Quemerford) in the north with the villages of Stockley and Heddington in the south.
- 2.3 Stockley Lane runs on a broadly north-south alignment over a length of 2.4km. The access into the Blackland Lakes site is located approximately 0.8km from the junction with Quemerford and 1.6km from the junction with Stockley Road (in Stockley village). Within the built up area of Calne, Stockley Lane features a 30mph speed limit. This increases to 60mph immediately to the south of the Atwell-Wilson Motor Museum. The speed limit reduces again to 30mph over the southernmost length of Stockley Lane (on approach to Stockley village).
- 2.4 There are no formal footways along Stockley Lane within the vicinity of the site. A grass verge is present from the entrance into the site for approximately 350m northbound (to the edge of the Calne built up area). Footways are present from the junction with Roundway Rise (approximately 410m to the north of the site access). These run on the largely parallel Rookery Park to the west of Stockley Lane for 220m to the junction with The Rise. A footway is then provided along at least one side of Stockley Lane towards the junction with Quemerford.
- 2.5 Streetlighting is present along Stockley Lane between the junction of Quemerford and the edge of the Calne built up area.

Personal Injury Accident Data

- 2.6 For personal injury accident data, this Report has referred to the information provided by the Crashmap.co.uk website. Whilst Crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.7 The study area consists of the entire length of Stockley Lane, plus a small section of Quemerford either side of the junction with Stockley Lane, as shown in Figures 2.1 and 2.2.

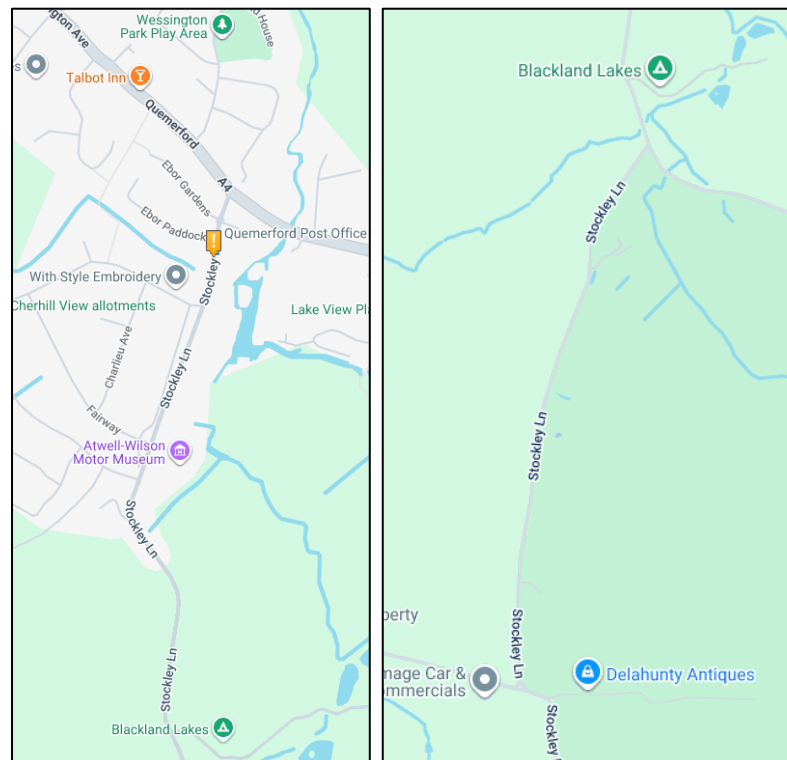


Figure 2.1 (left) and Figure 2.2 (right): Crashmap Study Area
Source: Crashmap

- 2.8 The most recent five-year period of data available from Crashmap.co.uk relates to the period from 1st January 2020 to 31st December 2024. During this period only one accident was recorded within the study area, which was slight in severity.
- 2.9 This was recorded on Stockley Lane in 2022, just to the south of the junction with Ebor Paddock and involved a goods vehicle and a motorcycle.
- 2.10 The accident appears to be isolated and due to driver error. Due to the single accident recorded within the study area and the size of the development proposals, it is not considered that there will be an increase in the frequency of accidents as a result of the proposed development.

3.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

- 3.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport.

Walking and Cycling

- 3.2 The development is situated in close proximity to Public Right of Way route CHER30A. This provides connections onto bridleway CHER33A / CALN68, which provides a pedestrian connection onto Quemerford.
- 3.3 CHER30A also connects onto bridleway CHER29A, which also provides a connection onto Quemerford and also onto CALN21, which connects Quemerford with National Cycle Network Route 403 and towards Calne town centre.
- 3.4 Figure 3.1 below illustrates the walking distance that can be achieved within 20 minutes from the centre of the site. This covers the Quemerford area of Calne and towards Stockley.

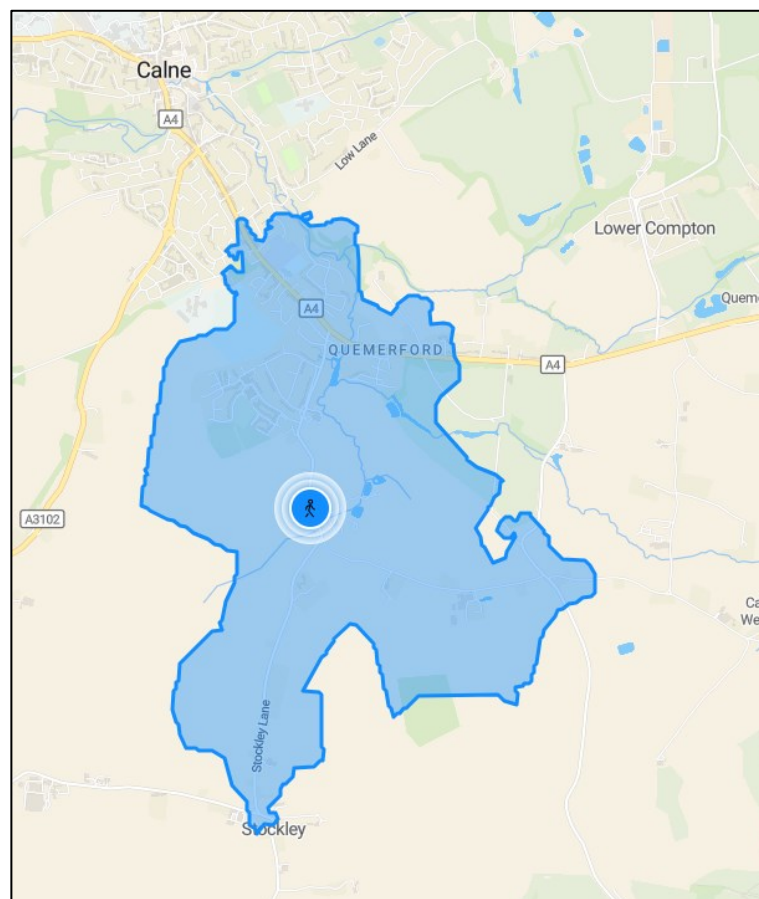


Figure 3.1: Walkable distance achievable within 20 minutes from the site
Source: travelttime.com

- 3.5 Stockley Lane is regarded as an advisory cycle route between Quemerford and the Atwell-Wilson Motor Museum.

- 3.6 National Cycle Network (NCN) Route 403 can be accessed from Low Lane, approximately 2.0km to the north of the site. This provides a predominantly off-road cycle route towards Marlborough (with small sections of route along quieter roads). It also runs into Calne town centre via quieter roads, before heading westwards over a largely off-road cycle route towards Chippenham.
- 3.7 Figure 3.2 below illustrates the cycling distance that can be achieved within 20 minutes from the centre of the site. This covers the entire built up area of Calne and extends towards Cherhill in the east, and Heddington and Bromham in the south.

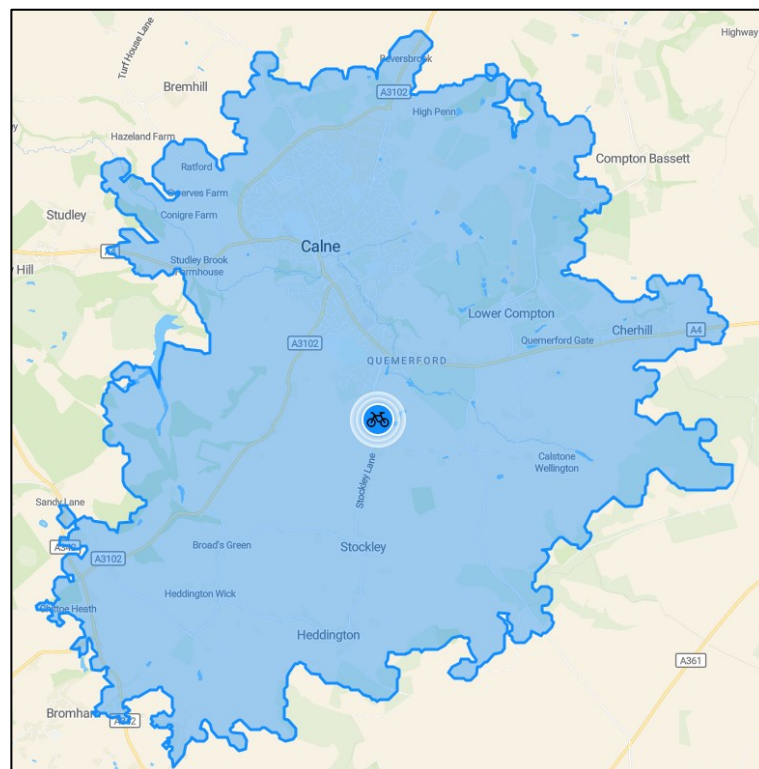


Figure 3.2: Cycling distance achievable within 20 minutes from the site
Source: traveltime.com

Bus Services

- 3.8 The nearest bus stop to the development is located on Fairway (Fairway bus stop), close to the junction with Stockley Lane, approximately 500m to the northwest of the site access. The bus stop features a bus flag and timetable information.
- 3.9 This bus stop is served by service 42 operated by Swindon's Bus Company. Bus services run in a loop from Quemerford to serve Stockley Lane, Fairway and The Rise, so service 42 serves the bus stop in both directions (towards Calne town centre and towards Avebury and Marlborough).
- 3.10 A summary of the service pattern is as follows:
- Weekdays (except public holidays);

- up to six times a day from Calne to Marlborough (the last three journeys only call at the stop if required by someone already on the bus) between 11:00 and 19:00;
 - four times a day from Marlborough to Calne between 09:00 and 13:00;
- Saturdays;
 - up to four times a day in either direction (towards Calne between 09:00 and 13:00 and towards Marlborough between 11:00 and 16:30 with the last bus calling at the stop only if required by someone already on the bus).

4.0 DEVELOPMENT PROPOSALS

- 4.1 Blackland Lakes Campsite is set across 15 acres and comprises of 6 tree lined camping paddocks and three small lakes, two for coarse fishing and one as a nature reserve. There are 174 pitches for caravans, campervans, motorhomes and tents spread across six paddocks allocated as follows:
- 29 No. hardstanding tourist pitches (of which 15 are fully serviced premium pitches);
 - 28 No. hardstanding seasonal pitches;
 - 15 No. caravan storage pitches;
 - 60 No. electric grass touring pitches; and
 - 42 No. non-electric grass touring pitches.
- 4.2 Blackland Lakes is open all year round and also includes a private members health club with approximately 1,250 members.
- 4.3 It is proposed to re-develop the northwestern paddock (consisting of 13 No. hardstanding tourist pitches and 15 No. caravan storage pitches), to provide 4 No. padel tennis courts, a café / reception area and seating. Refer to Drawing No. 03 [*Site Plan*] (by PWG Architecture & Surveying) enclosed with this Report.

Operational Information

- 4.4 The new facility will operate from 08:00 to 22:00 every day including bank holidays. A maximum of three full time equivalent staff will be based at the padel tennis court at any time. Staff will work on a rota basis. In some cases, staff already employed on site may work at the padel court during part of their shift.
- 4.5 Padel tennis is usually played in doubles, meaning there could be up to 16 players on-site if all courts are booked out. More commonly, a lower proportion of courts will be booked out at any one time.
- 4.6 The courts will be booked out in 90-minute slots and will have a 30-minute gap between each slot, e.g. 08:00-09:30, then 10:00-11:30 and so on. This would result in a total of seven slots being available per day with the last slot being 20:00-21:30. It is unlikely that all available slots will be booked to 100% capacity (e.g. slots during the day Monday to Friday outside of school holiday periods). Furthermore, it is envisaged that current health club members would use the proposed courts, potentially as an alternative to other exercise on the site. Holidaymakers staying on-site would also be permitted to make use of these on-site facilities.

Access and Car Parking

- 4.7 The existing site access off Stockley Lane will be retained (as it will also continue to serve the campsite). This access benefits from good visibility when looking in both directions.
- 4.8 Wiltshire Council (WC) currently have no applicable parking standard relating to the proposed use of the site, therefore a first principles approach to parking provision has been adopted.
- 4.9 As previously mentioned, the three proposed padel courts can accommodate a total of up to 16 players during any given slot (four per court), and there would be a maximum of three members of staff working during each shift. Taking a worst-case scenario of a 100% booking rate per session and every user / member of staff driving individually to site, this would result in a demand for 19 No. car parking spaces during each 1.5-hour slot.
- 4.10 A number of players are likely to car share and some players and staff will live locally and can therefore travel to site by sustainable modes of transport, thus reducing the number of cars parked on site during each time slot. Furthermore, 100% occupancy of all four courts will not occur consistently, with some courts unused and others potentially used for coaching (one player, one coach), particularly during the day on weekdays, due to people typically being at work.
- 4.11 Notwithstanding, to avoid any overspill parking and allow for any changeover overlap, some 29 No. spaces are proposed for the padel courts (staff and visitors), including 2 No. spaces reserved for Blue Badge holders.
- 4.12 CEC Plan 10749-202 [*Swept Path Analysis – Car Parking Area*] enclosed with this Report shows that an estate car can access the proposed car parking spaces in a safe and efficient manner.

Cycle Parking

- 4.13 WC's *LTP3 Cycling Strategy* (March 2014) states that the minimum cycle parking provision for non-residential developments is 4 No. covered spaces. This level of cycle parking exceeds the cycle parking standards for D2 use (assembly and leisure), which specifies 1 No. covered space per 12 employees and 1 No. covered space per 15 visitor parking spaces.
- 4.14 Cycle parking will be provided in accordance with the above standards.

5.0 PREDICTED VEHICULAR TRIP GENERATION

- 5.1 This Section of the Report considers the predicted trip generation of the proposed development.

Existing Development

- 5.2 CE has derived vehicular trip rates using the TRICS database (version 8.25.6), featuring sites within England (outside London), Wales, Scotland and Northern Ireland. Full TRICS outputs are enclosed with this Report.

- 5.3 The TRICS category ‘Residential – Holiday Accommodation’ has been used for the proposed development, featuring sites located on edge of town and free-standing locations. This trip category Includes caravan / camping parks, holiday villages and holiday camps.
- 5.4 Eight sites were selected, each of which was assessed individually. Six sites were de-selected for the following reasons:
- 3 No. sites were de-selected as they featured a higher level of public transport;
 - 1 No. site was much smaller;
 - 1 No. site was situated in a much more rural location (Northern Ireland site); and
 - 1 No. site was surveyed when COVID-19 restrictions were in force.
- 5.5 Two sites were retained as they featured characteristics (location and public transport provision) that were comparable to the site. The predicted vehicular trip generation rates (per unit) for the AM (08:00-09:00) and PM (17:00-18:00) peak hours and from 07:00 to 22:00 are presented within Table 5.1, whilst the resulting predicted trip generation for the 28 No. pitches that are being replaced, is displayed within Table 5.2.

Table 5.1: Vehicular Trip Generation Rates for Existing Motorhome Pitches (Per Unit)

Holiday Accommodation	Arrive	Depart	Two-Way
AM Peak (08:00-09:00)	0.029	0.063	0.092
PM Peak (17:00-18:00)	0.172	0.084	0.206
Daily (07:00-22:00)	1.489	1.072	2.561

Table 5.2: Vehicular Trip Generation for Existing Motorhome Pitches (28 Units)

Holiday Accommodation	Arrive	Depart	Two-Way
AM Peak (08:00-09:00)	1 tph	2 tph	3 tph
PM Peak (17:00-18:00)	5 tph	2 tph	7 tph
Daily (07:00-22:00)	42 tpd	30 tpd	72 tpd

tph = trips per hour tpd = trips per day

- 5.6 As can be seen from Table 5.2, the paddock in its current form is predicted to generate 4 No. and 7 No. two-way vehicle trips during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods respectively. Over the course of a 12-hour day, the paddock is predicted to generate 72 No. two-way trips based on its current use.

Proposed Development

- 5.7 The trip generation for the proposed padel tennis courts has been estimated using ‘first principles’ based on information provided by the applicant and with regards to applications for padel tennis sites elsewhere.
- 5.8 The first time slot is 08:00-09:30, so it is expected that players who select this slot will arrive before 08:00 and depart after 09:30. As mentioned in Paragraph 4.4, each padel tennis court will be booked for a 90-minute session (with a 30-minute gap between sessions).

- 5.9 Table 5.3 provides a summary of expected arrivals and departures for the padel tennis courts. This presents a worst-case scenario, which assumes the following:
- that all of the courts will be in use at all times of the day;
 - that on the day of their shift at the padel court, staff will only work at the padel court and will individually travel to and from the site by car at the beginning and end of their shift;
 - that there will be two shifts for staff;
 - that participants will only book a single 90-minute slot;
 - that participants will specifically travel by car to and from the site to play; and
 - that the occupants of each padel tennis court will travel in pairs (2 No. cars per court).
- 5.10 In reality, it is expected that at certain times of the day and on certain days of the week (e.g. during the morning, on a weekday in school term time) not all of the padel tennis courts will be utilised. Some players may choose to book more than one 90-minute session on the same day. It is also highly likely that many groups will travel together in a single vehicle (rather than in pairs) or may walk or cycle from Calne.
- 5.11 Additionally, the remainder of the pitches will continue to be available for use by holidaymakers and as such, some of the sessions at the padel tennis courts may be booked by those already staying at Blackland Lakes (and thus not generating any trips).
- 5.12 Staff already employed at the existing holiday park may perform part of their shift at the padel tennis court, particularly during quieter periods of the year, thus reducing the number of individual staff trips generated.
- 5.13 The café is not intended to be a destination in its own right, and would only be used by padel tennis players before or after a session.
- 5.14 Table 5.3 provides the predicted parking accumulation, starting at 07:30 which is 30 minutes before the start of any games on any of the proposed padel tennis courts.

Table 5.3: Car Parking Accumulation Table¹

Time		Arrivals	Departures	Accumulation
07:30	08:00	16 Participants (8 vehicles) 3 Staff		11
08:00	08:30			11
08:30	09:00			11
09:00	09:30			11
09:30	10:00	16 Participants (8 vehicles)	16 Participants (8 vehicles)	11*
10:00	10:30			11
10:30	11:00			11
11:00	11:30			11
11:30	12:00	16 Participants (8 vehicles)	16 Participants (8 vehicles)	11*
12:00	12:30			11
12:30	13:00			11
13:00	13:30			11
13:30	14:00	16 Participants (8 vehicles)	16 Participants (8 vehicles)	11*
14:00	14:30			11
14:30	15:00			11
15:00	15:30			11
15:30	16:00	16 Participants (8 vehicles) 3 staff	16 Participants (8 vehicles)	14**
16:00	16:30		3 staff	11
16:30	17:00			11
17:00	17:30			11
17:30	18:00	16 Participants (8 vehicles)	16 Participants (8 vehicles)	11*
18:00	18:30			11
18:30	19:00			11
19:00	19:30			11
19:30	20:00	16 Participants (8 vehicles)	16 Participants (8 vehicles)	11*
20:00	20:30			11
20:30	21:00			11
21:00	21:30			11
21:30	22:00		16 Participants (8 vehicles) 3 staff	0

* with any overlap (arrivals occurring before departures), parking accumulation could increase to 19

** with any overlap (arrivals occurring before departures), parking accumulation could increase to 22

5.15 Table 5.1 suggests that the padel tennis facility at full-capacity will generate a peak parking demand of 22 No. vehicles (15:30-16:00) in the unlikely event that all arrivals occur before any departures associated with the previous session. The level of car parking proposed (29 No. spaces), is therefore more than adequate to accommodate this demand.

¹ Two padel tennis participants will travel in the same vehicle

Comparison between Existing and Proposed Development

- 5.16 Table 5.4 Shows the difference in trips between those generated by the paddock's existing use as a pitch for caravans, motorhomes and tents and those proposed to be generated by the padel tennis facility.

Table 5.4: Comparison between existing and proposed uses

		Arrive	Depart	Two-Way
AM Peak (08:00-09:00)	Holiday Accommodation (28 No. Pitches)	1 tph	2 tph	3 tph
	Padel Tennis (4 No. Courts)	0 tph	0 tph	0 tph
	Difference	-1 tph	-2 tph	-3 tph
PM Peak (17:00-18:00)	Holiday Accommodation (28 No. Pitches)	5 tph	2 tph	7 tph
	Padel Tennis (4 No. Courts)	8 tph	8 tph	16 tph
	Difference	3 tph	6 tph	9 tph
Daily (07:00-22:00)	Holiday Accommodation (28 No. Pitches)	42 tpd	30 tpd	72 tpd
	Padel Tennis (4 No. Courts)	62 tpd	62 tpd	124 tpd
	Difference	20 tpd	32 tpd	52 tpd

tph = trips per hour tpd = trips per day

- 5.17 As can be seen from Table 5.4, the amount of additional traffic predicted to be generated by the proposed padel tennis facility is expected to be modest. As the first session is expected to take place before the AM peak hour (and with trips generated in between the first and second sessions), it is predicted that there will be a reduction in the number of trips generated during the AM peak hour.
- 5.18 When the amount of trips predicted to be generated by the padel tennis court are offset against those predicted to be generated by the current use of Paddock 1, only 9 no. additional two-way trips are predicted to be generated during the PM peak hour, if the padel tennis court is fully occupied (and generates entirely new trips not associated with the existing holiday park). Based on the same principle, as a worst case scenario, an additional 52 two-way vehicle trips will be generated across a 15-hour day (which is approximately one trip every 20 minutes).
- 5.19 The results shown in Table 5.4 are based on a worst-case scenario. As mentioned in Paragraphs 5.10 to 5.12, visitors to the padel tennis courts may travel in larger groups, or the courts may be booked by those already staying at Blackland Lakes or already travelling to the site for other exercise.

6.0 SUMMARY & CONCLUSION

- 6.1 This Report has considered the highway and transportation matters associated with the proposed development, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport, parking provision and access arrangements, and the predicted vehicular trip generation.

6.2 The findings of the Report are summarised as follows:

- It is proposed to change the use of Paddock 1, which is currently used by touring caravans or motor homes, to provide 4 No. padel tennis courts, small café, reception and seating area and associated car parking area.
- car and cycle parking will be provided in accordance with WC's *Car Parking Strategy* and *Cycling Strategy* respectively;
- safe and suitable access to the site can be achieved for vehicles, pedestrians and cyclists;
- the accident record during the five-year period assessed does not indicate any particular highway safety issue within the study area, with only one accident recorded within the vicinity of the site. Due to the size of the development proposals, it is not considered that there will be an increase in the frequency of accidents to all users of the local highway network;
- development vehicle trip generation is modest when compared to the existing permitted use of the site, with a predicted net reduction in the AM network peak hour period (08:00-09:00); and
- a parking accumulation exercise carried out for the proposed padel tennis facility shows that there will be sufficient car parking capacity to accommodate the expected peak demand scenario of all four-courts being used to their full capacity.

6.3 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (December 2024), it is concluded that there will be no severe residual cumulative impacts resulting from the proposals, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

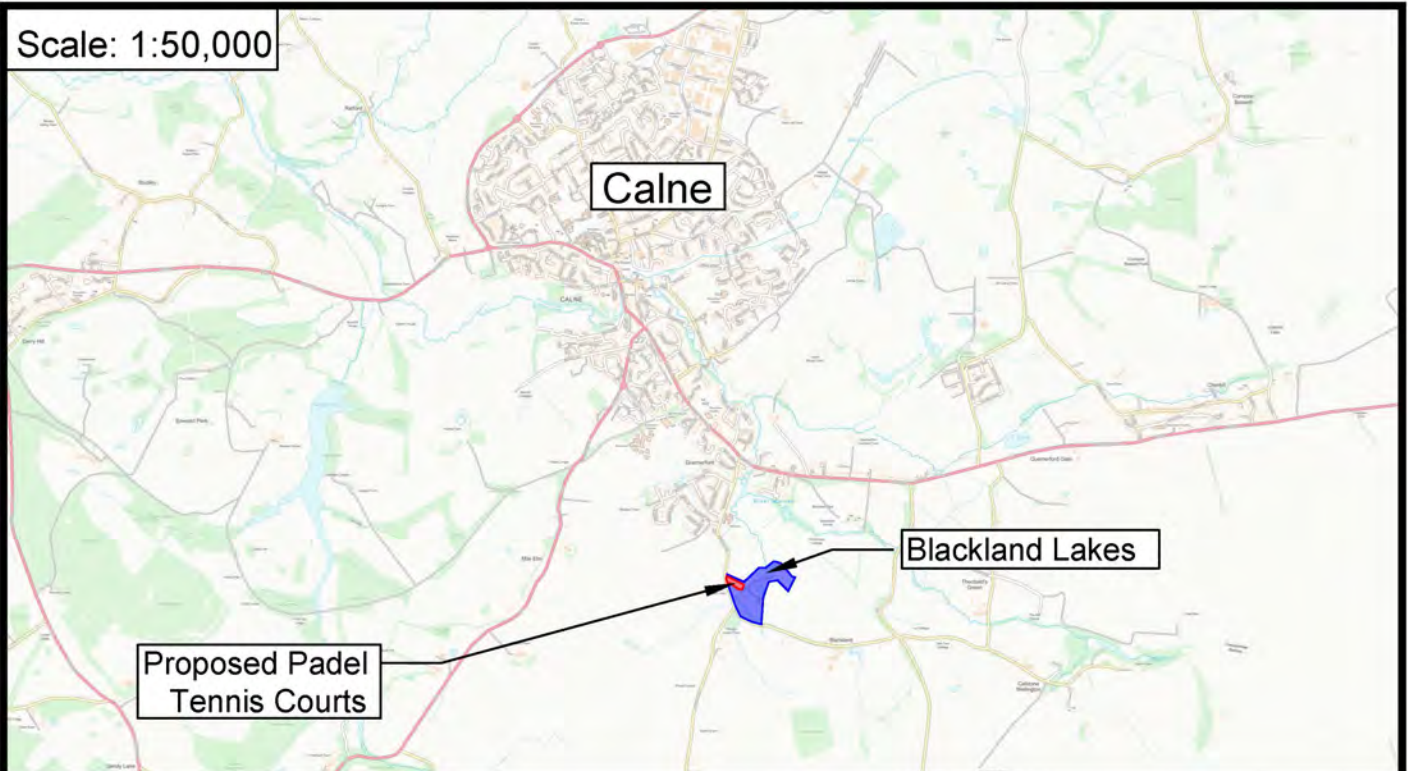
Cole Easdon Consultants Limited
December 2025

Enclosures

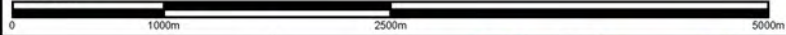
CE Plan 10749-201	Site Location Plan
CE Plan 10749-202	Swept Path Analysis – Car Parking Area
Drawing No. 03	Site Plan (by PWG Architecture & Surveying)
TRICS Outputs	

Enclosures

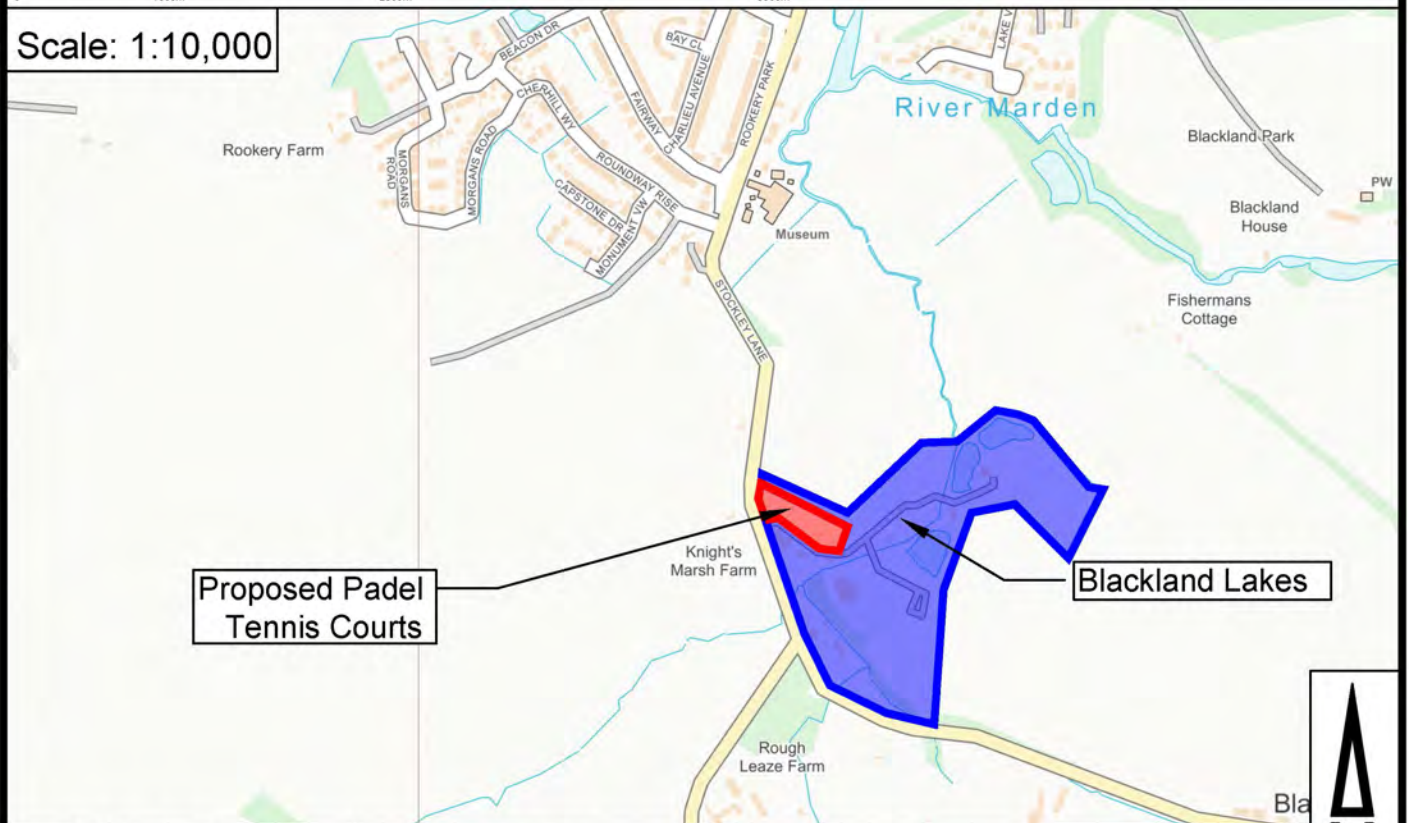
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Job Title:

Blackland Lakes
Calne
Wiltshire

Drawing Title:

Site Location Plan

Client:

Blackland Lakes Limited

Drawn By

CGC

Checked By

BF

Date Drawn

Oct 2025

Drawing No.

10749-201

Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT	
	FOR PLANNING	
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION	
	AS BUILT	

Scale

As Shown (A4)

Revision

-



Space 1N - Drive In (top) and Reverse Out (bottom)

Space 2N - Drive In (top) and Reverse Out (bottom)

Space 3E - Drive In (top) and Reverse Out (bottom)

Space 4E - Drive In (top) and Reverse Out (bottom)

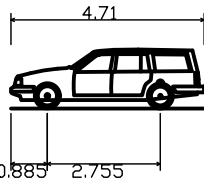


Space 5S - Drive In (top) and Reverse Out (bottom)

Space 6M - Drive In (top) and Drive Out (bottom)

Site Layout

REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
03	Site Plan	-	09.10.25	PMG Architecture Ltd



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



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Client
Blackland Lakes Limited

Job Title
**Blackland Lakes
Calne
Wiltshire**

Drawing Title
**Swept Path Analysis
Car Parking Area**

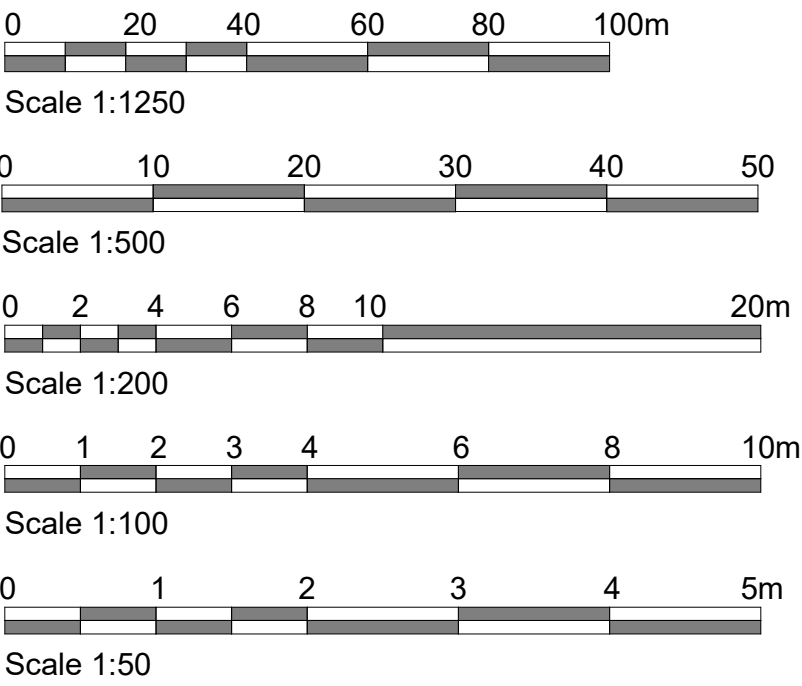
Drawing Status:					
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by: **HF** Checked by: **BF**

Date: **December 2025** Scale: **1:500 (A1)**

Dwg. No.	Rev.
10749-202	-



rev	description	date	dr by	app by
		KY	09/10/2025	
status				
Draft Planning				
 Architecture & Surveying design • planning • project management				
 RICS regulated by RICS Tel: 01252 975470 E-mail: design@pmgarchitecture.co.uk Website: www.pmgconsultancy.co.uk  CIAT Chartered Institute of Architectural Technicians PMG Architecture Ltd Sentinel House, Ancoats Business Park Fleet, GU51 2UZ				
project				
Mr Edward Nicholson Blackland Lakes Ltd Stockley Lane Caine SN11 0NQ				
drawing title				
Site Plan				
scale @ A1	project No	drawing No	rev	
Noted		03		

Audit Code: 93d21a74-37cf-47c5-812a-27a4fd06bf09

Filtering Summary:

Land Use: 03/J RESIDENTIAL/HOLIDAY ACCOMMODATION

Selected Trip Rate Calculation Parameter Range: 10 - 9700 UNITS

Actual Trip Rate Calculation Parameter Range: 10 - 9700 UNITS

Date Range: Minimum: 01/01/2006 Maximum: 14/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 36 36

Days of the week selected:

Monday	1
--------	---

Main Location Types selected:

Free Standing (PPS6 Out of Town)	1
----------------------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
----------------------------	---

Population <1 Mile ranges selected:

1,000 or Less	1
---------------	---

Audit Code: 93d21a74-37cf-47c5-812a-27a4fd06bf09

Population <5 Mile ranges selected:

25,001 to 50,000	1
------------------	---

Car Ownership <5 Mile ranges selected:

1.6 to 2.0	1
------------	---

PTAL Rating:

No PTAL Present	1
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Audit Code: 93d21a74-37cf-47c5-812a-27a4fd06bf09

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	UNITS
Actual Range:	10 to 9700 (units:UNITS)
Range Selected by User:	10 to 9700 (units:UNITS)
Parking Spaces Range:	10 - 2820

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/06 to 14/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Free Standing (PPS6 Out of Town)	2 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
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Secondary Filtering Selection:

Use Class:

N/A 2 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

10 - 1379

Population within 1 mile:

1,000 or Less 2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 1 surveys
25,001 to 50,000 1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.6 to 2.0 2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	DS-03-J-01	Site area:	3.83 hect
Development Name:	CARAVAN PARK	Number of units:	152 UNITS
Location:	THULSTON	Parking Spaces:	29.00
Postcode:	DE72 3EQ	Survey Date:	29/07/2011
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Day:	Friday
Sub Location Type:	Village		
PTAL:	n/a		
Site 2:	WM-03-J-01	Site area:	2.6 hect
Development Name:	CARAVAN PARK	Number of units:	86 UNITS
Location:	NEAR COVENTRY	Parking Spaces:	71.00
Postcode:	B95 6JP	Survey Date:	08/06/2009
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Day:	Monday
Sub Location Type:	Out of Town		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DC-03-J-05	11-07-2008	Too much public transport
DO-03-J-01	30-07-2010	Too rural / Isolated
HF-03-J-01	30-07-2008	Too much public transport
LE-03-J-01	10-04-2024	Too Small
NF-03-J-02	17-08-2021	COVID-19 restrictions were in force
SH-03-J-01	26-06-2009	Too much public transport

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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	119	0.029	0.059	0.088
08:00-09:00	2	119	0.029	0.063	0.092
09:00-10:00	2	119	0.063	0.025	0.088
10:00-11:00	2	119	0.063	0.084	0.147
11:00-12:00	2	119	0.088	0.055	0.143
12:00-13:00	2	119	0.067	0.063	0.130
13:00-14:00	2	119	0.126	0.021	0.147
14:00-15:00	2	119	0.122	0.084	0.206
15:00-16:00	2	119	0.109	0.080	0.189
16:00-17:00	2	119	0.160	0.113	0.273
17:00-18:00	2	119	0.172	0.084	0.256
18:00-19:00	2	119	0.130	0.118	0.248
19:00-20:00	2	119	0.113	0.101	0.214
20:00-21:00	2	119	0.113	0.063	0.176
21:00-22:00	1	152	0.105	0.059	0.164
22:00-23:00					
23:00-00:00					
Total Rates:			1.489	1.072	2.561

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	10 - 9700 (units: UNITS)
Survey date date range:	08/06/2009 - 29/07/2011
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.