**Supporting Tables and Graphs**

**Attachment to: Consultation Response — Objection to Policy S/RRA/SHF, Land north of A1307, Bar Hill (Slate Hall Farm)**

**Respondent:** Enabling Place Limited, Madingley · **Date:** September 2026

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**Table 1 — Policy aspiration vs market-led floorspace outcome *(supports Section 2.4)***

| Use class | Policy aspiration | Market-led outcome |
|---|---|---|
| **B8 (logistics/warehousing)** | ~60% | ~75% (165,000 sqm) |
| **B2 (general industrial)** | ~40% | ~25% (55,000 sqm) |
| **Total** | **220,000 sqm** | **220,000 sqm** |

*The market-led expectation reflects the land-value dynamics evidenced in Section 2: six-fold excess demand over available industrial space, with continued loss of B2 land to higher-value uses.*

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**Table 2 — Market-realistic HGV generation estimate, full occupation *(supports Section 3.2)***

*Scenario: 75% B8 / 25% B2, at indicative rates of 0.75 HGV arrivals per 1,000 sqm per operating day (B8) and 0.25 (B2) — indicative figures for consultation purposes, to be tested against TRICS data and site-specific transport evidence at the planning application stage.*

| Component | Floorspace | Arrivals/day | Departures/day | Movements/day |
|---|---|---|---|---|
| **B8** | 165,000 sqm | 124 | 124 | 248 |
| **B2** | 55,000 sqm | 14 | 14 | 28 |
| **Total** | **220,000 sqm** | **138** | **138** | **276** |

*Assuming six operating days per week: approximately 1,656 HGV movements per week. Under a high-intensity B8 operation (parcel, grocery or 3PL, at c.1.0 arrival per 1,000*

*sqm per day), the site could generate approximately 370–410 HGV movements per day, depending on the final B2/B8 split.*

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**Table 3 — Sensitivity analysis: HGV movements through Madingley and Dry Drayton by village-route share *(supports Section 3.4)***

*Based on the estimated 777 daily HGV movements in the full-B8 scenario:*

| Village-route share | HGV movements per day |
|---|---|
| **10%** | 78 |
| **20%** | 155 |
| **30%** | 233 |
| **50%** | 389 |

*Even a 20% village-route share equates to approximately 155 additional HGV movements per weekday through the two-village network, or around six to seven per hour across 24 hours (approximately 78 movements per day through each village). On the market-realistic estimate of 276 movements/day, a 20–30% village-route share could produce approximately 55–83 additional HGV movements per weekday. Measured HGV traffic on Madingley High Street is approximately 126 vehicles per day (ATC survey, February–March 2025) — so a 20% share from Slate Hall Farm alone represents an increase of at least 40% over the measured baseline.*

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**Table 4 — A14 corridor logistics proposals: scale and planning status *(supports Section 3.5)***

| Site | Promoter / reference | Location | Status | Floorspace |
|---|---|---|---|---|
| **Slate Hall Farm ("Cambridge 25")** | Cambridge 25; draft allocation S/SHF; outline application ref. 26/02534/OUT | Land north of A1307, Bar Hill | Outline application submitted; draft Local Plan allocation | ~220,000 sqm GIA (OPA up to 230,000 sqm) |
| **Tritax Park Queens' Cambridge** | Tritax Big Box | A14 Junction 25, immediately | Pre-application; PPA agreed with Greater | ~892,000 sq ft (~83,000 |

| Site | Promoter / reference | Location | Status | Floorspace |
|---|---|---|---|---|
| **("Queens"), Noon Folly Farm** | | adjacent to Slate Hall Farm | Cambridge Shared Planning Service; detailed application in preparation; DPD signed as first occupier | sqm), five units |
| **Newlands Park Cambridge, Brickyard Farm** | Newlands UK | Brickyard Farm, Boxworth (approx. 6 miles west) | Promoted scheme; application not yet submitted (intended later this year) | Up to 150,000 sqm, 14 buildings (21m eaves) |
| **Jaynic — south of Boxworth Services** | Draft Local Plan Policy S/RRA-2 | South of Boxworth Services (A14) | Draft Local Plan allocation | 90,000 sqm GIA B2/B8, incl. 150 HGV lorry-parking spaces |
| **Corridor total** | | | | **~543,000 sqm** |

*Sources: Policy S/SHF; Swavesey Parish Council; Tritax Big Box; Logistics Matters; Newlands UK; Policy S/RRA-2; Boxworth Parish presentation, 11 December 2025.*

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**Figure 1 — Madingley High Street daily flow: model vs measured reality *(supports Sections 3.4 and 7; also issued as Attachment 3, traffic evidence summary)***

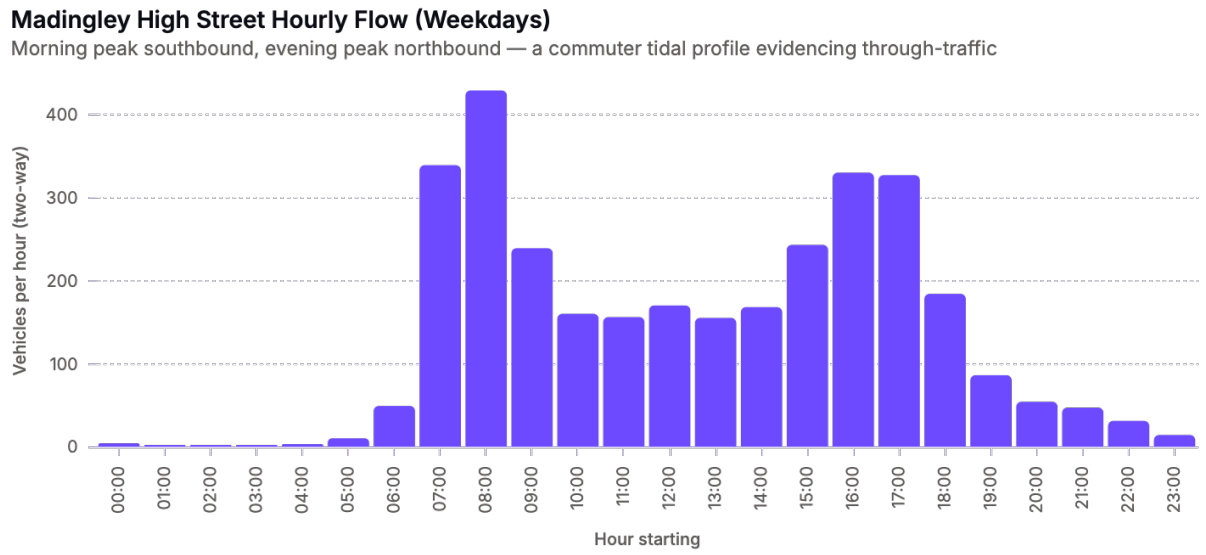
| Measure | 2015 modelled baseline | 2015 projection (with scheme) | 2023 measured | 2025 measured |
|---|---|---|---|---|
| **Daily two-way flow (veh/day)** | 2,600 | 2,400 (−8%) | 3,321 | ~3,180 |

| | | | | |
|---|---|---|---|---|
| **HGVs per day** | not stated | not stated | ~105 (est.) | ~126 (counted, classes 5–11) |
| **vs 2015 with-scheme forecast** | +8% | — | +38% | +33% |

*Source data: CHARM3a model (Cambridgeshire County Council, 2015); ATC surveys, Site 24 High Street Madingley (October–November 2023; Skanska for National Highways, 17 February – 13 March 2025).*

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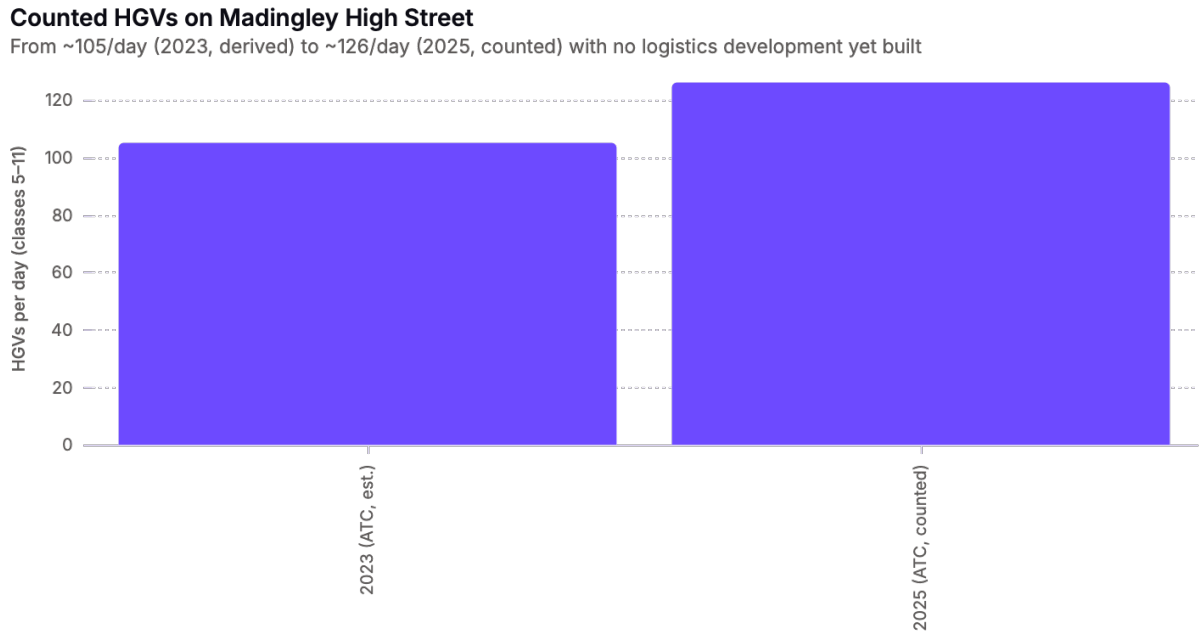
**Figure 2 — Madingley High Street weekday hourly profile (2023 ATC survey) *(supports Section 3.4 — commuter tidal profile evidencing through-traffic)***




*Five-day (Mon–Fri) two-way averages, ATC survey October–November 2023. Friday 3 November 2023 excluded from interpretation (anomalous event-day flow of 6,991 vehicles — see Section 3.4 context). Peak-hour directional data: up to 729 veh/hr towards Cambridge in the AM peak, reversing to 621 veh/hr northbound in the PM peak.*

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**Figure 3 — HGV traffic on Madingley High Street: counted growth *(supports Section 7)***




*The 2025 figure is a counted total (DfT classes 5–11 summed directly from the classification sheets); the 2023 figure is derived from percentage × flow (2.8%/3.6% of daily flows). A ~20% increase in HGV numbers over two years, with no logistics development yet built in the corridor.*

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