ENGINEERING

Ms J Challis,
Highways Development Management Engineer,
Cambridgeshire County Council,
Stanton Way,
Ermine Street,
Huntingdon,
PE29 6PY

Our ref: MJB/3258

08 July 2025

Dear Ms Challis,

Re: Planning Application 25/00673/FUL: Change of Use of Stable Block (equine use) and store (B8) to storage, office and welfare space (retrospective) (B1a, B2 and B8) at Pasturelands, Taylors Lane, Buckedn, St Nrots, PE19 5UW

Thank you for your comments relating to the above application. It appears you are generally happy with the use of the 4 stables and hay store occupied by the businesses already present at the site, but require further information regarding the two other stables (units 2 and 5) which are let to local businesses not already present at the site and a comparison of the movements these generate compared with the generation of the 2 stables.

Firstly, regarding the stable generation databases such as TRICS do not have suitable surveys available to calculate generation of uses such as stables. Therefore considering generation of these from first principles each stable occupier would normally make 2 daily trips to the site, firstly in the morning to check on the horse, let them out to paddock etc and in the evening to return them to stable, normally combining any feeding, riding etc with these visits (stable hands would normally only be employed at larger stables to complete some of the tasks).

As such this is equivalent to 2 return movements/4 one way trips per stable per day, thus assuming both stables are occupied by different horse owners equivalent to 4 two way movements per day/8 one way movements. Often these would be combined with trips to or from work thus likely that at least some movements would occur at peak periods.

In addition to the daily movements above, there would also be less frequent visits associated with veterinary visits, potential feed and hay delivery (unless owners collect this and bring to site on their visits), and larger vehicles (horseboxes) whenever a horse is taken off or bought onto site (which may vary owner to owner). These would not however be expected to be daily movements, with an extra one or two vehicle movements per week more likely.

Overall 4 two way vehicle movements (cars) per day would be anticipated should the two stables remain in equine use, likely at network peak times, with occasional additional movements generated.

With regards the two businesses occupying the stables, Pro Lawn and Richard Bromley, both are self-employed with no employees, and use the stables primarily for the storage of tools, machinery and materials.

Typically each will visit site once or twice a week to pick up tools/machinery and materials for jobs being completed that week. As such on average there would normally be a single two way movement per day associated with their use of the site, occasionally on days when both access there would be a maximum of 2 two way movements associated with the current use of the two stables per day.

As such based upon the current occupiers of former stable units 2 and 5, daily traffic generation would be equivalent to between 25% and 50% the daily generation if the units were to remain as stables, thus a reduction of generally 2 to 3 two way movements per day.

Given that each unit is only 15.5m^2 essentially the proposed use classes would almost certainly result in them being used as self-storage space. To cover any potential future change in user of the units, TRICS has therefore been used to consider trip generation of 31m^2 of self-storage space, with the attached data indicating that this level of floorspace would tend to only generate about 2 to 3 two way vehicle movements per week. As such this broadly ties in with the current level of actual usage at the site thus provides evidence the assessment is reasonably accurate.

Overall, I believe the above demonstrates that both the stable generation and proposed B1a/B2/B8 generation from just 31m^2 of floor space are low generators unlikely to have any significant impact upon the local network.

Further to this, if anything the proposed change of use is likely to reduce the number of trips generated, particularly if both stables were to have different occupiers in which case a reduction in trop generation of 50% would be expected.

I trust the above and attached adequately demonstrate there would not be any significant highways impact associated with the proposed application and certainly not the severe impact required under Paragraph 116 of the National Planning Policy Framework to refuse development on highways grounds, and that you will now be in a position to confirm to the Local Planning Authority that you have no objection to the proposed development.

Yours sincerely

[redacted]

For and On Behalf of
MTC Engineering (Cambridge) Limited

Enc.,

Calculation Reference: AUDIT-735001-250708-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Selected regions and areas:

07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
09	**NORTH**		
	CU	CUMBERLAND	1 days

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

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:	Gross floor area
Actual Range:	1350 to 3100 (units: sqm)
Range Selected by User:	1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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 undertaking using machines.

Selected Locations:

Edge of Town	2

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:

Industrial Zone	2

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

B8	2 days

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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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.

Travel Plan:

No	2 days

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 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **CU-02-E-01** **BOX CLEVER SELF STORAGE** **CUMBERLAND**
MILLBROOK ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3100 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 **NY-02-E-01** **SELF STORAGE** **NORTH YORKSHIRE**
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 31 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	2	2225	0.000	0.000	2	2225	0.000	0.000	2	2225	0.000	0.000
07:30 - 08:00	2	2225	0.000	0.000	2	2225	0.000	0.000	2	2225	0.000	0.000
08:00 - 08:30	2	2225	0.090	0.028	2	2225	0.067	0.021	2	2225	0.157	0.049
08:30 - 09:00	2	2225	0.022	0.007	2	2225	0.022	0.007	2	2225	0.044	0.014
09:00 - 09:30	2	2225	0.135	0.042	2	2225	0.067	0.021	2	2225	0.202	0.063
09:30 - 10:00	2	2225	0.090	0.028	2	2225	0.112	0.035	2	2225	0.202	0.063
10:00 - 10:30	2	2225	0.112	0.035	2	2225	0.135	0.042	2	2225	0.247	0.077
10:30 - 11:00	2	2225	0.022	0.007	2	2225	0.045	0.014	2	2225	0.067	0.021
11:00 - 11:30	2	2225	0.067	0.021	2	2225	0.045	0.014	2	2225	0.112	0.035
11:30 - 12:00	2	2225	0.022	0.007	2	2225	0.045	0.014	2	2225	0.067	0.021
12:00 - 12:30	2	2225	0.135	0.042	2	2225	0.067	0.021	2	2225	0.202	0.063
12:30 - 13:00	2	2225	0.112	0.035	2	2225	0.112	0.035	2	2225	0.224	0.070
13:00 - 13:30	2	2225	0.045	0.014	2	2225	0.022	0.007	2	2225	0.067	0.021
13:30 - 14:00	2	2225	0.067	0.021	2	2225	0.045	0.014	2	2225	0.112	0.035
14:00 - 14:30	**2**	**2225**	**0.157**	**0.049**	2	2225	0.135	0.042	**2**	**2225**	**0.292**	**0.091**
14:30 - 15:00	2	2225	0.112	0.035	**2**	**2225**	**0.180**	**0.056**	2	2225	0.292	0.091
15:00 - 15:30	2	2225	0.112	0.035	2	2225	0.112	0.035	2	2225	0.224	0.070
15:30 - 16:00	2	2225	0.022	0.007	2	2225	0.067	0.021	2	2225	0.089	0.028
16:00 - 16:30	2	2225	0.090	0.028	2	2225	0.000	0.000	2	2225	0.090	0.028
16:30 - 17:00	2	2225	0.045	0.014	2	2225	0.090	0.028	2	2225	0.135	0.042
17:00 - 17:30	2	2225	0.067	0.021	2	2225	0.112	0.035	2	2225	0.179	0.056
17:30 - 18:00	2	2225	0.000	0.000	2	2225	0.022	0.007	2	2225	0.022	0.007
18:00 - 18:30	2	2225	0.045	0.014	2	2225	0.045	0.014	2	2225	0.090	0.028
18:30 - 19:00	2	2225	0.022	0.007	2	2225	0.000	0.000	2	2225	0.022	0.007
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			1.591	0.497			1.547	0.483			3.138	0.980

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:	1350 - 3100 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.