

TECHNICAL NOTE

Project	Unit 1, Caxton Trading Estate, Hayes		
Document	Transport Addendum Note		
Reference No	25159/N01	Date	6th July 2026
Prepared By	Adam Humphries	Reviewed By	Kamran Haider

Introduction

1. Pulsar has been commissioned by Zongwise Ltd to provide transport advice in relation to the proposed redevelopment of Unit 1, Caxton Trading Estate, Printing House Lane, Hayes, UB3 1BE. The London Borough of Hillingdon (LBH) act as the local planning authority and local highway authority.
2. A planning application (Ref: 50369/APP/2026/127) was submitted to LBH in January 2026 for the following:

Refurbishment and subdivision of the existing trade counter warehouse to provide 6 trade counter units (Class E(g)/B8) and 2 warehouse units (Class B2/B8), including extensions to the existing office and warehouse buildings, addition of 1 storey to the existing warehouse, the erection of an additional warehouse building within the service yard, and associated parking, cycle storage, and refuse facilities.

3. A Transport Statement was prepared by Capital Transport Planning to support the application. However, LBH provided a number of highways comments in response to this report. They had stated that the application fails to demonstrate safe or deliverable access and servicing, and that no on-site traffic surveys have been provided to validate the existing trip generation (therefore preventing a robust assessment of the development's transport impacts). This Transport Addendum Note has been prepared by Pulsar to respond to these highway comments.

Site Layout

4. In relation to the access to the site and servicing layout, LBH made the following comments:

The submitted tracking shows that the vehicle paths required for turning extend beyond the applicant's red line boundary, entering adjacent third party land. This is not permissible unless legal rights of access are demonstrated. Third party landowners may restrict access, alter their layout, or secure their boundary with



fencing at any time. Without clear evidence of an existing enforceable right to use this land for vehicular manoeuvring, the proposed turning arrangement for rigid vehicles cannot be accepted.

Furthermore, the layout drawings annotate the presence of articulated vehicles described as “side loading”, which confirms that articulated HGVs will visit the site. However, no swept path drawings have been provided showing how articulated vehicles would enter, manoeuvre within, or exit the site in forward gear, as required under Manual for Streets principles and Highway Authority standards.

In the absence of acceptable, in-boundary swept path assessments for both rigid and articulated vehicles, the turning and servicing arrangements are not demonstrated to be safe or operationally workable and therefore cannot be supported.

5. Some minor updates to the ground floor and servicing layout of the proposed scheme have been included, as shown in the latest Architect’s Layout in **Appendix A**. Updates include the removal of four car parking spaces in the southwest corner of the site, to allow space for a rigid lorry to reverse into the proposed loading bay.
6. Further to this, **Appendix B** includes updated swept path analysis to show that a rigid lorry using the loading bay is able to turn around within the curtilage of the site and within the red line boundary.
7. The revised layout demonstrates that all servicing manoeuvres can now be undertaken entirely within the application site, removing the previous reliance on adjoining land and ensuring that vehicles can enter and exit the site safely and in a forward gear.

Existing Trip Generation Survey

8. In relation to the analysis of the existing trip generation at the site, LBH made the following comments:

The TS relies solely on predicted TRICS trip rates to estimate the change in vehicle movements. While TRICS is an accepted industry tool, it is standard HA practice to prioritise actual observed trip data where the site is already operational.

A baseline traffic survey should have been undertaken for the existing B2/B8 and office uses.

Actual surveys provide the most robust and site-specific evidence and remove uncertainties inherent in TRICS sampling assumptions.

Actual trips always take precedence over predicted TRICS rates where the existing use generates traffic today. If surveys show higher trip rates than TRICS predicts, the higher (worst-case) observed rate should be used when assessing net future impacts.



Conversely, if TRICS produces a higher trip rate than the existing surveyed rate, the higher TRICS rate should be applied to ensure a precautionary, worst-case assessment.

A compliant assessment should:

- *Undertake an on site ATC + junction turning count survey (typically 7 days ATC + weekday peak hour counts).*
- *Establish actual trip rates for the existing B2/B8 and office components.*
- *Use the worst case of TRICS or actual recorded trips as the basis for uplift calculations.*
- *Reassess net trip impacts for the proposed B2/B8 and trade counter floorspace accordingly.*

Until actual traffic data is supplied, the HA cannot confirm that the TS represents a robust or worst-case assessment of the development's impact.

9. The application site currently comprises an existing warehouse (Class B8), which was most recently (including when the original application was submitted) occupied by GSF Car Parts. However, it should be noted that GSF Car Parts have since moved their operations to Waterway Park on Rigby Lane, approximately 1.5km to the west of the development site. This has now left the site vacant.
10. Given they were the most recent tenants of the site, it has been deemed appropriate to undertake a survey of the new GSF Car Parts unit, as it is likely this is generating a similar level of trips as the unit was when operational. The relocated premises continues to accommodate the same business operations, customer base and servicing characteristics as the previous unit. It should be noted that signage has been erected at the development site advising potential customers of the new location. The survey, therefore, provides a realistic representation of the trip generation associated with the lawful use of Unit 1 immediately prior to the site becoming vacant.
11. Whilst it is noted that a 7-day ATC survey has been requested, it should be acknowledged that there are some complexities with this, such as some vehicles that pass the ATC not being associated with the existing use. Therefore, in agreement with LBH in follow up correspondence, it was agreed that a manual count of vehicles associated with the existing GSF Car Parts unit should be conducted, throughout the two likely peak periods: 07:00-10:00 and 16:00-18:00.
12. The manual count survey was conducted on Thursday 25th June 2026 by a third party survey company. A full copy of the survey results is provided in **Appendix C**, and summarised in **Table 1** below.



Table 1 Existing Trip Generation (Vehicle Trips)

Hour	Cars and Vans		
	In	Out	Two-Way
07:00 – 08:00	4	1	5
08:00 – 09:00	13	13	26
09:00 – 10:00	13	13	26
16:00 – 17:00	25	26	51
17:00 – 18:00	6	14	20

13. Table 1 above indicates that the survey recorded a peak of 25 arrivals and 26 departures between 16:00 and 17:00. The morning peak hour (both 08:00-09:00 and 09:00-10:00) recorded 13 arrivals and 13 departures.

Net Vehicle Trip Generation

14. It is assumed based on the LBH highways comments that the proposed vehicle trip generation was deemed acceptable in the Transport Statement. For ease of reference, the proposed trip generation from the Transport Statement is provided in **Table 2** below.

Table 2 Proposed Vehicle Trip Generation (Vehicle Trips)

Period	Proposed Trip Generation		
	In	Out	Total
07:00 – 08:00	18	16	34
08:00 – 09:00	7	5	12
09:00 – 10:00	14	13	27
16:00 – 17:00	11	13	24
17:00 – 18:00	10	12	22

15. Following comments from LBH, and applying the surveyed data for the previous occupier of the unit, the corresponding net trip generation is outlined in **Table 3**.

Table 3 Net Trip Generation (Vehicle Trips)

Period	Net Trip Generation		
	In	Out	Total
07:00 – 08:00	+14	+15	+29
08:00 – 09:00	-6	-8	-14
09:00 – 10:00	-1	0	-1
16:00 – 17:00	-14	-13	-27
17:00 – 18:00	+4	-2	+2

16. Table 3 above indicates that the net trip generation of the proposals will differ throughout the day. On average, across the five surveyed hours, the proposals will result in a marginal reduction in vehicle trip generation. It is therefore considered that the proposals will have a minimal impact on the local highway network.

Summary

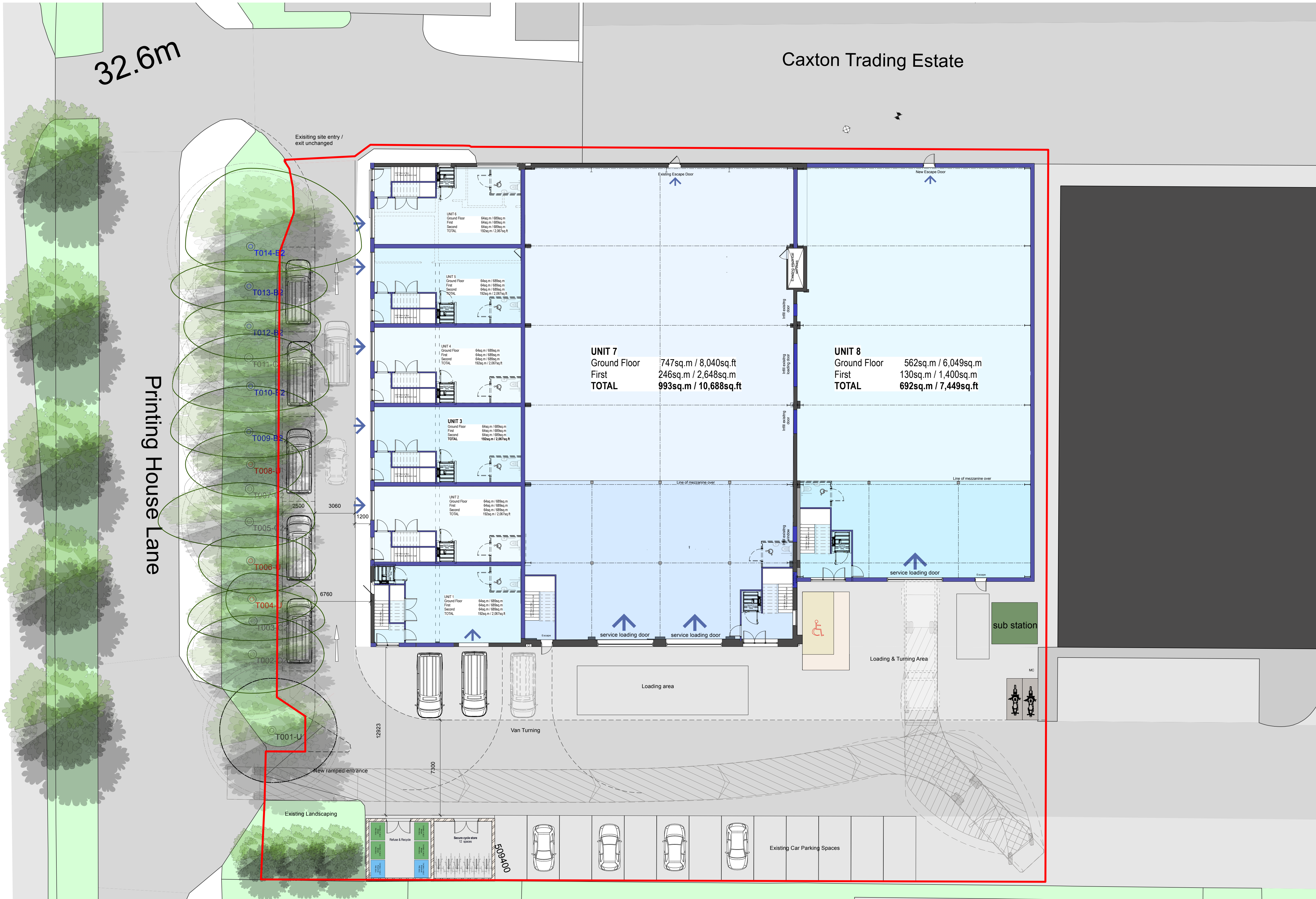
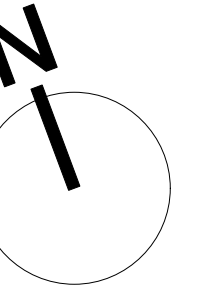
17. This Transport Addendum Note has been prepared by Pulsar to respond to the highway comments provided by LBH in response to the planning application recently submitted at



Unit 1, Caxton Trading Estate, Hayes. A Transport Statement was submitted to support the application (prepared by Capital Transport Planning), with subsequent comments received in response.

18. The highway comments were based on two key themes: evidence had not been provided that servicing access could be safely and appropriately provided; and no survey data of the existing use of the site had been provided so the development's impact could not be confirmed.
19. An updated site layout has been provided, alongside a swept path analysis drawing, which shows that rigid lorries are able to safely reverse into the proposed loading area, without needing to leave the curtilage of the site or red line boundary.
20. A manual traffic count survey has also been undertaken to assess the existing vehicle trips at the site. Whilst the site has now been vacated since the submission of the application, it is considered appropriate to survey the previous occupier's new unit, approximately 1.5km to the west of the site.
21. From a review of this surveyed data, it can be concluded that the net trip generation varies. However, across the surveyed hours, on average, the proposals would see a small decrease in trips. It should therefore be considered that the proposals will have a minimal impact on the local highway network. Accordingly, there are no residual cumulative impacts on the local highway network that could be reasonably described as severe, therefore the proposal satisfies the transport tests set out within Paragraph 116 of the NPPF.
22. This Transport Addendum Note is considered to have appropriately addressed the highway comments received from LBH in response to the submitted application. The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF and local policy. The revised layout addresses the servicing concerns through safe manoeuvres within the red line boundary, whilst the observed survey data provides the requested evidence of existing traffic generation. It is therefore considered that the outstanding transport matters have now been resolved and that no more transport objections should remain to determine the application. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

APPENDIX A – ARCHITECT’S LAYOUT



1 Proposed Ground Floor Plan
Scale: 1:150

PLANNING

REV.	DATE	DESCRIPTION
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PROJECT

Unit 1, Caxton Trading Estate
Printing House
Hayes, UB3 1AP

DRAWING

Proposed Ground Floor Plan

CLIENT

Zongwise Limited

SCALE

1:150

DATE

December 2025

DRAWING No

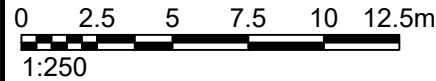
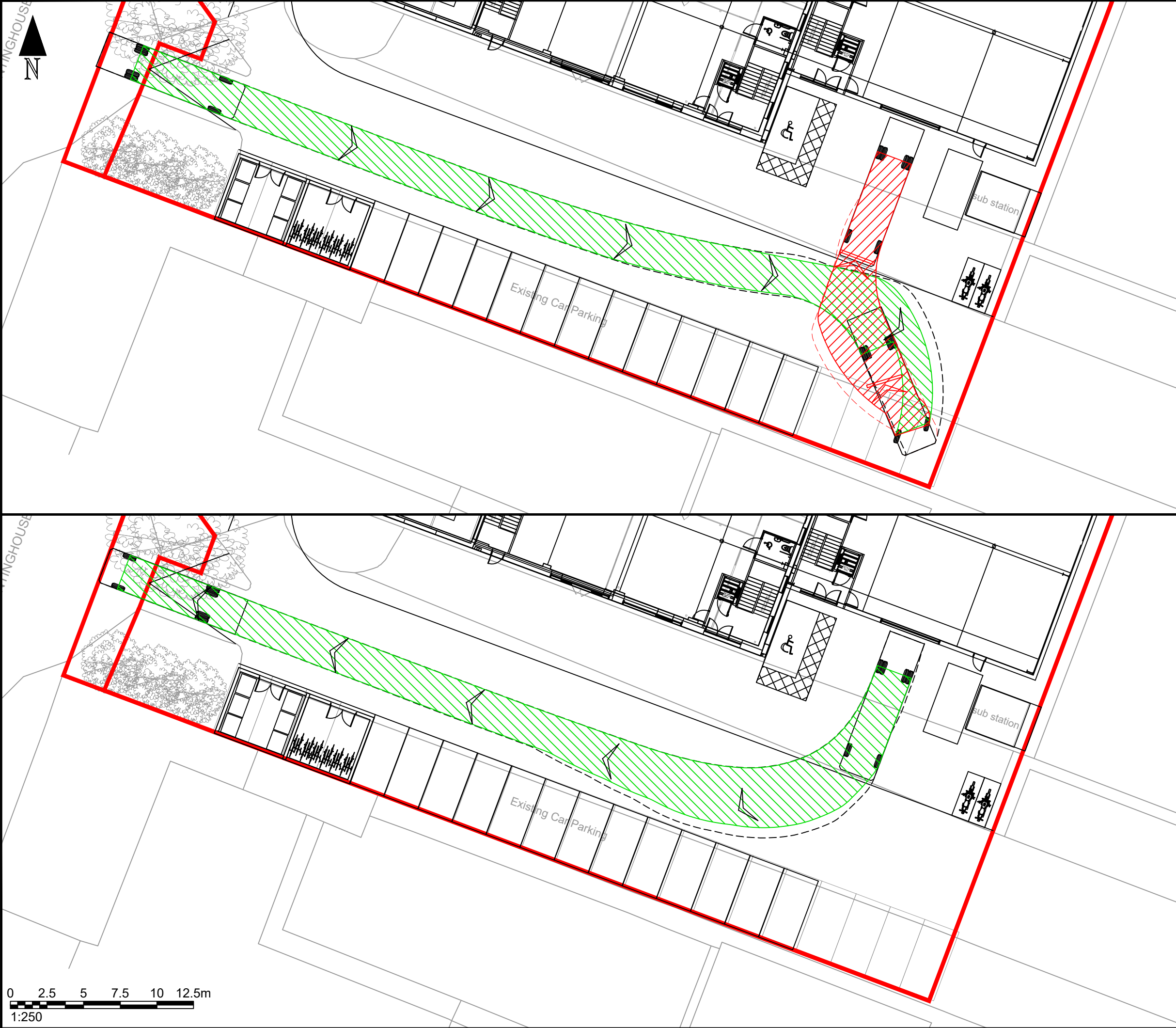
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Architecture & Building Consultants

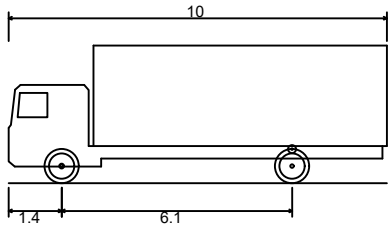
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APPENDIX B – SWEPT PATH ANALYSIS



- NOTES :**
1. Do not scale from this drawing.
 2. This drawing is to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

 **FORWARD MOVEMENTS**
(design speed - 5kph)

 **REVERSE MOVEMENTS**
(design speed - 2.5kph)

...	...	...	...	...
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT	Zongwise Ltd		
PROJECT	Unit 1, Caxton Trading Estate, Hayes		
DRAWING TITLE	Vehicular Swept Paths Analysis		
SCALE	1:250	SIZE	A3
DRAWN BY	DW	CHECKED BY	AH
DATE	28.05.2026		
			
Gillmoora House, 57-61 Mortimer Street, London, W1W 8HS www.pulsartransport.co.uk			
PROJECT REF	25159	DWG NO	TR01
REV			

APPENDIX C – TRAFFIC SURVEY RESULTS



Location: Unit 2, Waterway Park, Rigby Lane, Hayes, UB3 1EY

Date: Thursday 25th June 2026

Time: 07:00-10:00, 16:00-18:00

Site 1 - GSF Car Parts (07:00-10:00) AM Peak

	MOVEMENT 1							MOVEMENT 2						
	USERS ENTERING THE GSF CAR PARTS SITE							USERS EXITING THE GSF CAR PARTS SITE						
	CAR	LGV	OGV1	OGV2	MCY	PCY	TOTAL	CAR	LGV	OGV1	OGV2	MCY	PCY	TOTAL
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	1	1	0	0	1	0	3	0	1	0	0	1	0	2
0730-0745	1	1	0	0	0	0	2	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0815	1	1	0	0	4	0	6	1	0	0	0	0	0	1
0815-0830	2	0	0	0	1	0	3	0	1	0	0	0	0	1
0830-0845	2	3	0	0	0	0	5	3	2	0	0	1	0	6
0845-0900	4	0	0	0	0	0	4	4	2	0	0	3	0	9
0900-0915	2	1	0	0	0	0	3	3	2	0	0	0	0	5
0915-0930	1	4	0	0	0	0	5	0	1	0	0	0	0	1
0930-0945	2	0	0	0	2	0	4	3	0	0	0	0	0	3
0945-1000	2	1	0	0	0	0	3	3	1	0	0	3	0	7
0700-1000	18	12	0	0	8	0	38	17	10	0	0	8	0	35

	HOURLY TOTALS								HOURLY TOTALS							
0700-0800	2	2	0	0	1	0	5		0	1	0	0	1	0	2	
0715-0815	3	3	0	0	5	0	11		1	1	0	0	1	0	3	
0730-0830	4	2	0	0	5	0	11		1	1	0	0	0	0	2	
0745-0845	5	4	0	0	5	0	14		4	3	0	0	1	0	8	
0800-0900	9	4	0	0	5	0	18		8	5	0	0	4	0	17	
0815-0915	10	4	0	0	1	0	15		10	7	0	0	4	0	21	
0830-0930	9	8	0	0	0	0	17		10	7	0	0	4	0	21	
0845-0945	9	5	0	0	2	0	16		10	5	0	0	3	0	18	
0900-1000	7	6	0	0	2	0	15		9	4	0	0	3	0	16	

Site 1 - GSF Car Parts (16:00-18:00) PM Peak

	MOVEMENT 1							MOVEMENT 2						
	USERS ENTERING THE GSF CAR PARTS SITE							USERS EXITING THE GSF CAR PARTS SITE						
	CAR	LGV	OGV1	OGV2	MCY	PCY	TOTAL	CAR	LGV	OGV1	OGV2	MCY	PCY	TOTAL
1600-1615	2	3	0	0	2	0	7	6	2	0	0	2	0	10
1615-1630	5	2	0	0	1	0	8	3	3	0	0	3	0	9
1630-1645	3	4	0	0	1	0	8	3	1	0	0	1	0	5
1645-1700	3	3	0	0	0	0	6	4	4	0	0	1	0	9
1700-1715	3	0	0	0	1	0	4	2	1	0	0	1	0	4
1715-1730	2	0	0	0	0	0	2	4	0	0	0	0	0	4
1730-1745	1	0	0	0	0	0	1	4	3	0	0	0	0	7
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1800	19	12	0	0	5	0	36	26	14	0	0	8	0	48

	HOURLY TOTALS							HOURLY TOTALS						
1600-1700	13	12	0	0	4	0	29	16	10	0	0	7	0	33
1615-1715	14	9	0	0	3	0	26	12	9	0	0	6	0	27
1630-1730	11	7	0	0	2	0	20	13	6	0	0	3	0	22
1645-1745	9	3	0	0	1	0	13	14	8	0	0	2	0	24
1700-1800	6	0	0	0	1	0	7	10	4	0	0	1	0	15

GSF CAR PARTS OPENING HOURS
Mon - Fri 8am-530pm
Saturday 8am-4pm
Sunday 10am-4pm

	GSF Car Parts Parking Accumulatiuon					
	CAR	LGV	OGV1	OGV2	MCY	PCY
07:00	3	2	0	0	0	0
07:15	3	2	0	0	0	0
07:30	4	2	0	0	0	0
07:45	5	3	0	0	0	0
08:00	5	3	0	0	0	0
08:15	5	4	0	0	4	0
08:30	7	3	0	0	5	0
08:45	6	4	0	0	4	0
09:00	6	2	0	0	1	0
09:15	5	1	0	0	1	0
09:30	6	4	0	0	1	0
09:45	5	4	0	0	3	0
10:00	4	4	0	0	0	0

GSF CAR PARTS OPENING HOURS
Mon - Fri 8am-530pm
Saturday 8am-4pm
Sunday 10am-4pm

	GSF Car Parts Parking Accumulatiuon					
	CAR	LGV	OGV1	OGV2	MCY	PCY
16:00	8	3	0	0	3	0
16:15	4	4	0	0	3	0
16:30	6	3	0	0	1	0
16:45	6	6	0	0	1	0
17:00	5	5	0	0	0	0
17:15	6	4	0	0	0	0
17:30	4	4	0	0	0	0
17:45	1	1	0	0	0	0
18:00	1	1	0	0	0	0



www.pulsartransport.co.uk

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