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The Middlesex Stadium Ruislip

Transport Statement

Final Report for:

Golf Entertainments Ltd

August 2024

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1.0 INTRODUCTION

1.1 *Background & Location*

1.1.1 Cora IHT have been commissioned by Golf Entertainment Ltd. to undertake an assessment of the transport matters arising from the development of improved sports pitches at the Middlesex Stadium in Ruislip, Hillingdon. **Figure 1.1** provides the site location.

Figure 1.1: Site Location



1.2 *Scope of the Report*

1.2.1 This Transport Statement has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2.2 The report comprises the following sections:

- Section two discusses the development proposals
- Section three assesses the traffic impact;
- Section four summaries the mitigation measures proposed during construction; and
- Section five provides the summary and conclusion.

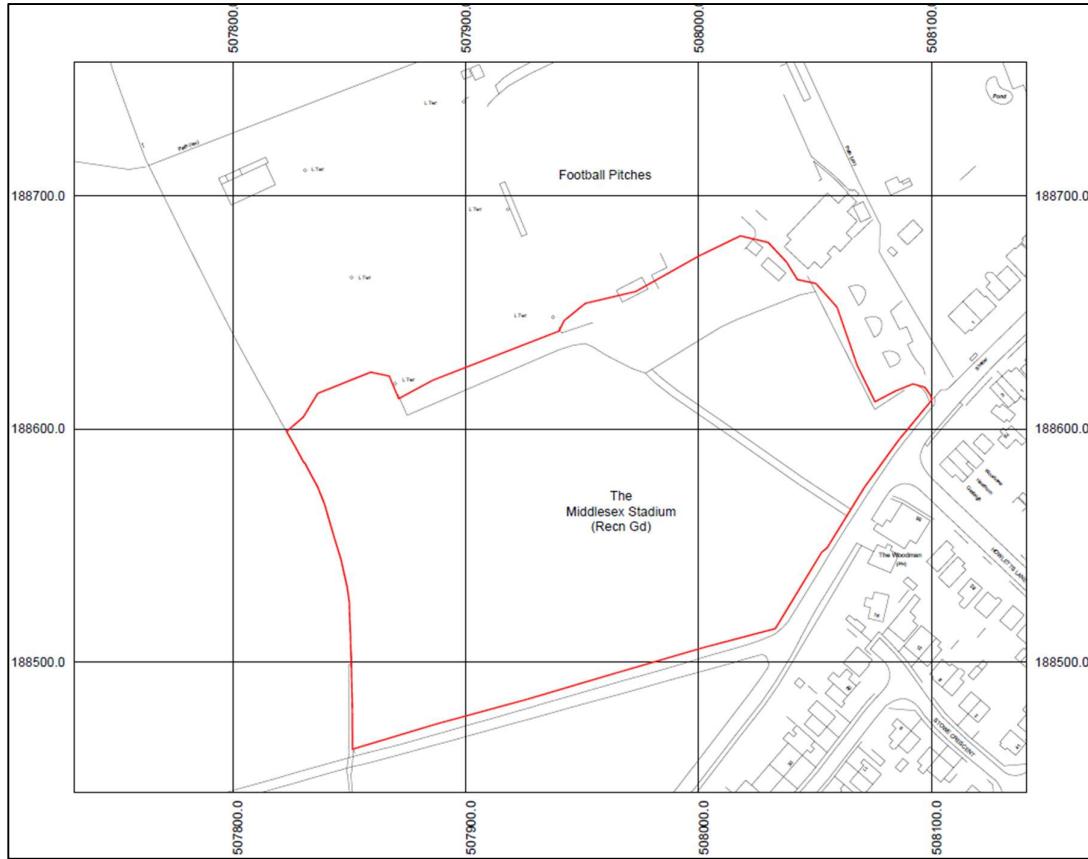
2.0 EXISTING AND PROPOSED DEVELOPMENT

2.1 Existing Site

2.1.1 The existing facilities includes two full-sized football pitches. There is also The Clubhouse which is a sports bar that is primarily an events venue for hire.

2.1.2 An extract of the Red Line Boundary Plan for the development is provided in **Figure 2.1. Appendix A** shows the full red line boundary plan.

Figure 2.1: Red Line Boundary Plan



2.1.3 The site has approximately 100 car parking spaces within the main car park off Breakspear Road.

2.2 Proposed Development

- 2.2.1 The proposed enhanced sports facilities at the site will include three 5-a-side and two 7-a-side 3g football pitches.
- 2.2.2 An extract of the proposed layout area is provided in **Figure 2.2**. **Appendix B** shows the full site layout plan.

Figure 2.2: Proposed Development and Grading Plan



- 2.2.3 Most of the weekday usage will be between 5pm-10pm. This will vary from $\frac{1}{4}$ pitch, $\frac{1}{2}$ pitch to full pitch and will be normally booked in hour slots. There might be some small -sided usage if there is demand and capacity. There may also be occasional, ad hoc matches for local schools during school hours, which would include a central venue for school competitions.
- 2.2.4 The games schedule for Saturday and Sunday will be used for youth football which would include four potential matches to be held between 1000- 1200h, 1200-1400h and 1400-1600h, with the pitches likely to become a central venue for mini-soccer activity. The busiest scenario is therefore considered to be where there will be 2 matches at a time with 4 matches in total occurring between 10:00-16:00. A maximum of 40 parked cars per match is anticipated.

2.3 Access Arrangement

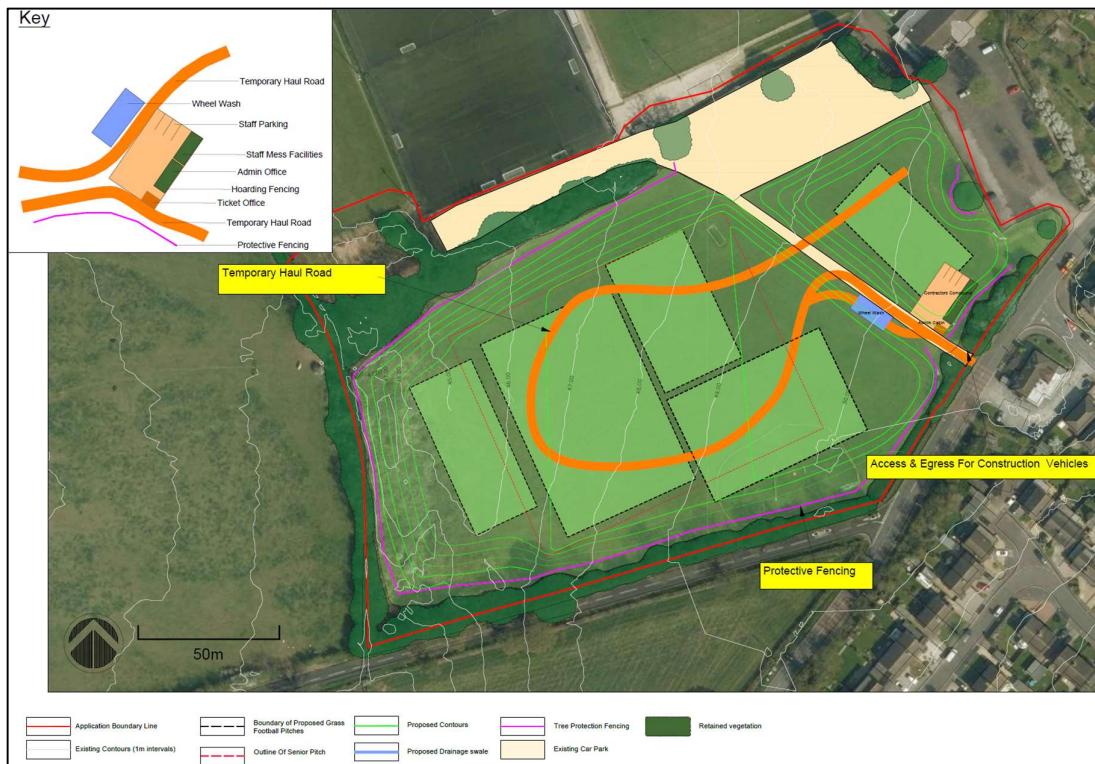
- 2.3.1 The existing priority access to the site with Breakspear Road will be retained and used for the proposed development and construction phase. Access to the site once completed for visitors and staff will continue as existing via Breakspear Road as shown in **Figure 2.3**.

Figure 2.3: Existing Site Access (Breakspear Road)



2.3.2 **Figure 2.4** shows an extract of the contractors works plan for the development. **Appendix C** shows the full works plan.

Figure 2.4: Contractors Works Plan



3.0 TRAFFIC IMPACT

3.1 *Operational Traffic Impact*

- 3.1.1 The sports pitches are already operating, therefore, already generates a level of traffic.
- 3.1.2 With the proposed facilities in place, peak usage times will be anticipated to be Saturday and Sunday where youth football matches will be played. The busiest scenario is considered to be where there will be 2 matches at a time with 4 matches in total occurring between 10:00-16:00. A maximum of 40 parked cars per match is anticipated.
- 3.1.3 As the grassed sports pitches on site are already operating, the likely increases in traffic to the site would be minimal.
- 3.1.4 There is no record of a lack of parking being an issue at the site, therefore, it is anticipated that the parking provisions would be sufficient to accommodate the likely demand.

3.2 *Construction Trip Generation*

- 3.2.1 The construction of the development consists of an operation involving the transportation of the inert material to the site from various construction sites. Inert materials are to be transported to the site, however, no materials will be transported out of the site.
- 3.2.2 It is estimated that 60,163m³ of inert materials for the proposed grading are to be transported to the site using HGVs carrying an average of 9m³ per delivery. The estimated volume of material, number of HGV movements and total trips are detailed in **Tables 3.1** and **3.2** for a 6 months and 4 months delivery period respectively.

Table 3.1: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m ³)	No. of HGVs	Average Daily HGV Arrival
6 Months	60,163m ³	6,685	56

Table 3.2: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m ³)	No. of HGVs	Average Daily HGV Arrival
4 Months	60,163m ³	6,685	83

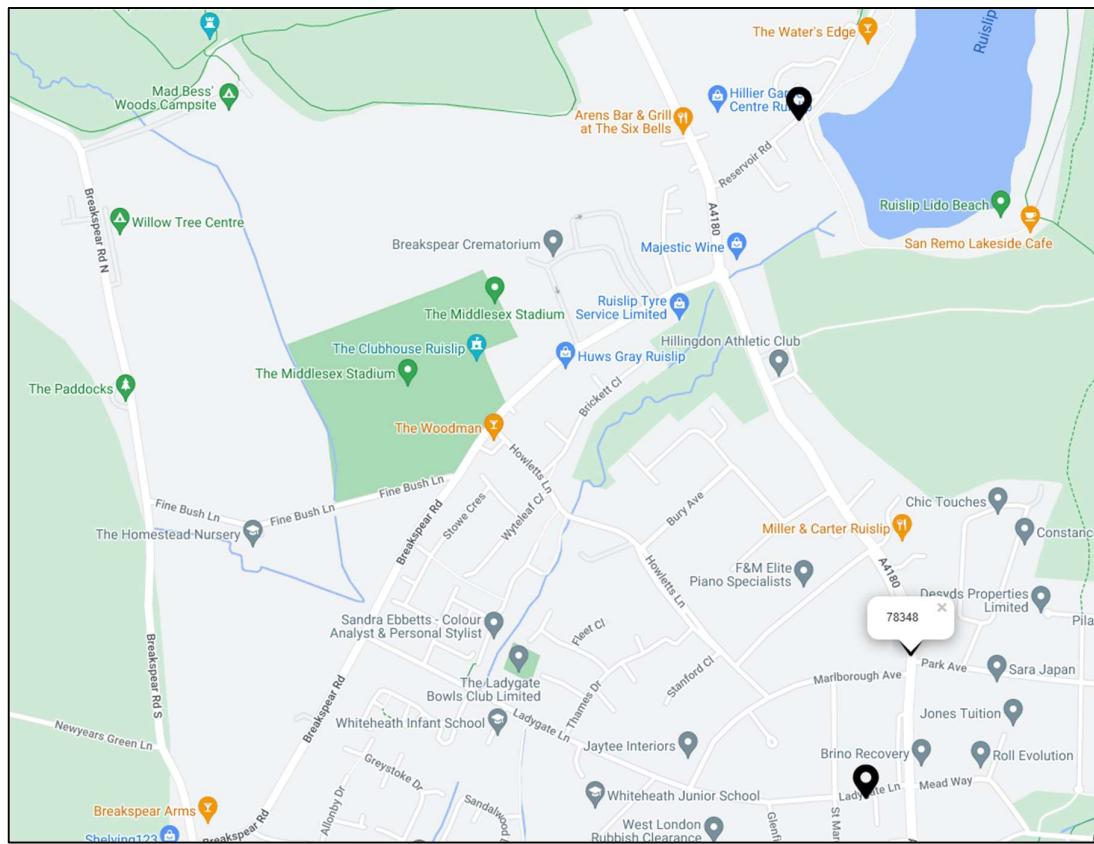
- 3.2.3 In addition to the HGV movements, a maximum of 5 staff would be required during the construction phase that would arrive outside the highway peak hours.
- 3.2.4 The construction work will be undertaken in one phase with the normal operational hours of 0700 to 1900 hours Monday to Friday.
- 3.2.5 **Table 3.3** summarises the construction peak traffic levels over the duration of a typical weekday.

Table 3.2: Daily Traffic Levels for 4 Months Construction Duration

Time Beginning	HGVs		Cars	
	Arrival	Departure	Arrival	Departure
0600	0	0	5	0
0700	6	0	0	0
0800	7	6	0	0
0900	7	7	0	0
1000	7	7	0	0
1100	7	7	0	0
1200	7	7	0	0
1300	7	7	0	0
1400	7	7	0	0
1500	7	7	0	0
1600	7	7	0	0
1700	7	7	0	0
1800	7	7	0	0
1900	0	7	0	5
Total	83	83	5	5

- 3.2.6 From **Table 3.3** above it can be deduced that the temporary construction traffic associated with the 4 months construction period for the proposed development would result in a maximum of 7 additional vehicle trips during the AM and PM peak hours.
- 3.2.7 There is a Department for Transport traffic count to south-east of the site along the A4180 (Bury Street) [Site Number: 78348] as shown in **Figure 3.1**.
- 3.2.8 The survey shows that in 2019 the Average Annual Daily Traffic along the road was 17,073 vehicles whilst 231 were heavy vehicles (including buses).
- 3.2.9 The increase in total traffic at the survey point during construction equates to 0.97%.

Figure 3.1: A4180 Traffic Count Location (Site Number: 78348)



3.2.10 During construction, it can be deduced that there would not have a severe impact on the highway network.

4.0 CONSTRUCTION MITIGATION MEASURES

4.1 *Brief*

4.1.1 Due to the nature of the area surrounding the site, this report also includes consideration of the potential nuisance relating to the movement of HGVs by road during construction. This will take into account working hours, noise, vibration, dust, odour and debris or mud on the highway.

4.2 *Vehicle Routing*

4.2.1 The routing of HGVs will be considered to minimise the impact on residential areas. During construction access to the site for construction vehicles will be via the existing Breakspear Road access.

4.2.2 The desired construction routes to the site, would be confirmed and agreed with the highway authority via a Construction Management Plan, however, it is anticipated that traffic will disperse within the wider highway network minimising the impact of the construction traffic.

4.3 *Construction Timings*

4.3.1 All deliveries will be undertaken within the approved hours. The normal operational hours of the site will be 0700 to 1900 hours Monday to Friday. Occasionally there may be deliveries during the Saturday, however, no material imports or other routine site operations will be carried out on any Sunday, public or bank holiday without the prior written approval of the planning authority.

4.4 *Noise and Vibration*

4.4.1 The developer remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to:

- The use of well-maintained vehicles and equipment;
- Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route.

4.5 *Dust and Odour*

4.5.1 The contractor will conduct material handling operations in a manner which:

- Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;
- Minimise dust from being carried beyond the periphery of the site through regular cleaning of roadways.

4.6 *Mud, Litter and Debris*

4.6.1 During normal operations, HGV deliveries will be on the agree routes. The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.

4.6.2 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris.

5.0 CONCLUSIONS

5.1 *Summary*

- 5.1.1 Cora IHT have been commissioned by Golf Entertainment Ltd. to undertake an assessment of the transport matters arising from the development of improved sports pitches at the Middlesex Stadium in Ruislip, Hillingdon.
- 5.1.2 The existing facilities includes two full-sized football pitches. There is also The Clubhouse which is a sports bar that is primarily an events venue for hire.
- 5.1.3 The site has approximately 100 car parking spaces within the main car park off Breakspear Road.
- 5.1.4 The proposed enhanced sports facilities at the site will include three 5-a-side and two 7-a-side 3g football pitches.
- 5.1.5 During construction, access to the site for construction vehicles will be via the existing priority access with Breakspear Road which will include an internal compound area and staff parking.
- 5.1.6 Access to the site once completed for visitors and staff will continue as existing via Breakspear Road.
- 5.1.7 There is no record of a lack of parking being an issue at the site, therefore, it is anticipated that the parking provisions would be sufficient to accommodate the likely demand.
- 5.1.8 It is estimated that 60,163m³ of inert materials for the proposed grading are to be transported to the site using HGVs carrying an average of 9m³ per delivery resulting in 83 lorry arrivals per day for a maximum 4 months duration.
- 5.1.9 The increase in total daily traffic at an existing traffic survey point along A4180 (Bury Street) [Site Number: 78348] south-east of the site during construction equates to 0.87%.
- 5.1.10 During construction, the levels of construction traffic would not have a severe impact on the highway network.
- 5.1.11 The desired construction routes to the site, would be confirmed and agreed with the highway authority via a Construction Management Plan, however, it is anticipated that traffic will disperse within the wider highway network minimising the impact of the construction traffic.
- 5.1.12 In order to ensure that there is no adverse impact during construction, mitigation measures are proposed to minimise any potential nuisance relating to the movement of HGVs by road during construction.

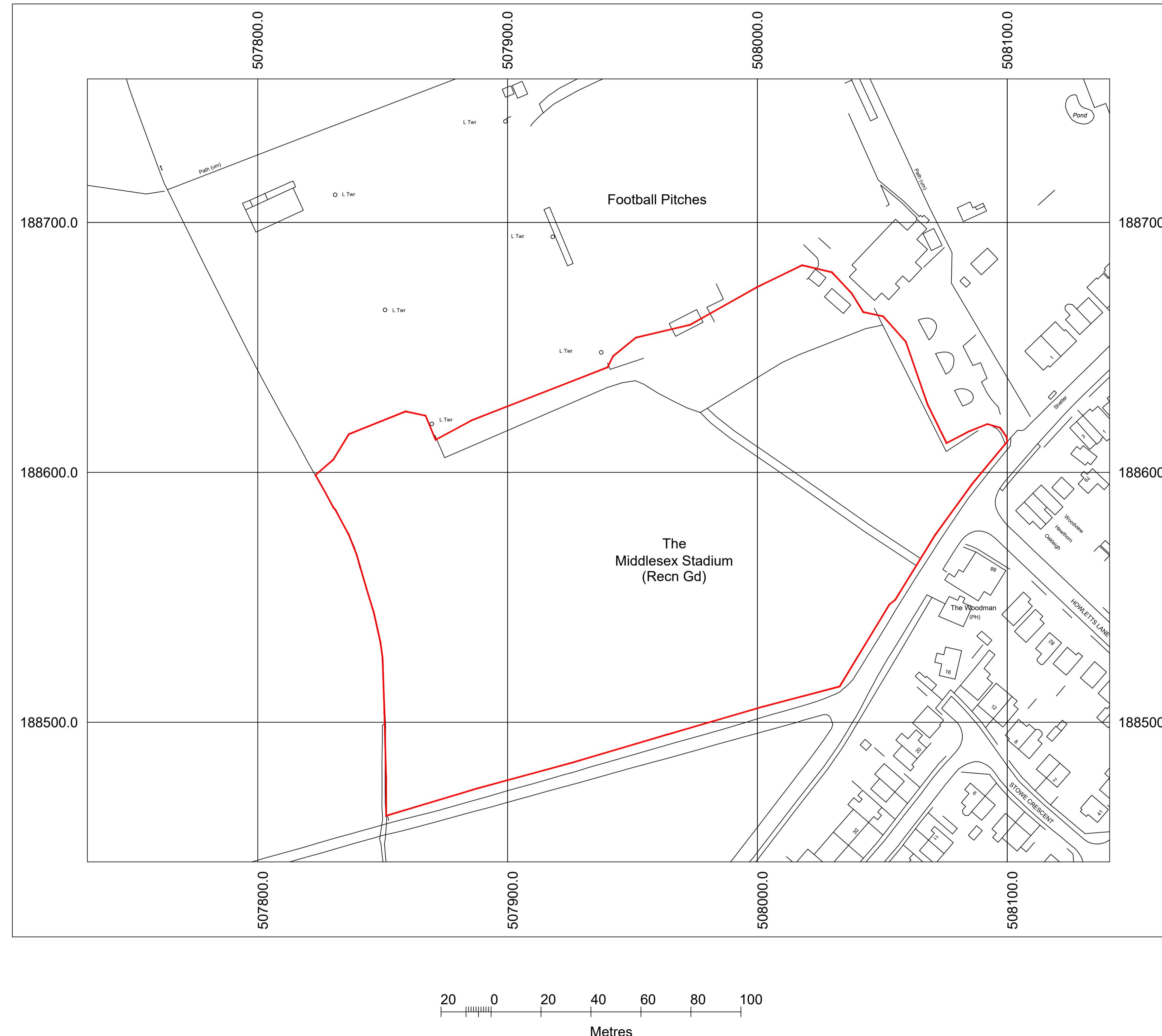
5.2 *Conclusion*

- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transport-related reasons upon which a refusal of the planning application for these proposals would be justified.

APPENDICES

APPENDIX A – RED LINE BOUNDARY PLAN

Stanfords Planning Map Data



Production Date: 04 January 2024

Top Left: 507731.802 188757.451 Bottom Right: 508140.967 188444.119

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 Approved Application Boundary Line

Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club)	Drawn By: DW	Approved By: BW	Revision:
Drawing Name: Application Boundary Plan	Scale: 1:1000 @ A1	Date: 04/07/2024	
Project No: 820	Drawing No: 820.02		



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APPENDIX B – PROPOSED SITE LAYOUT & GRADING PLAN

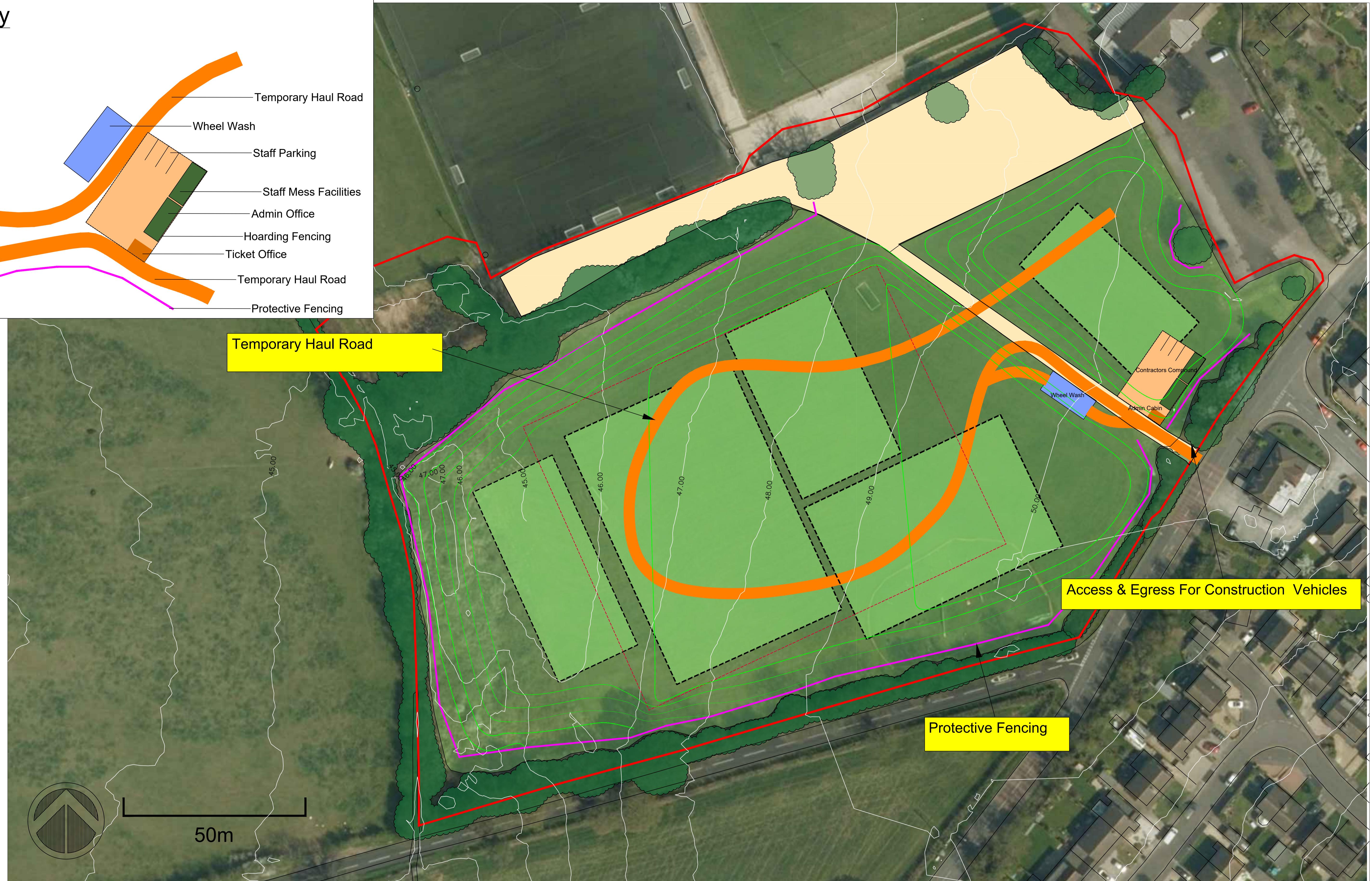
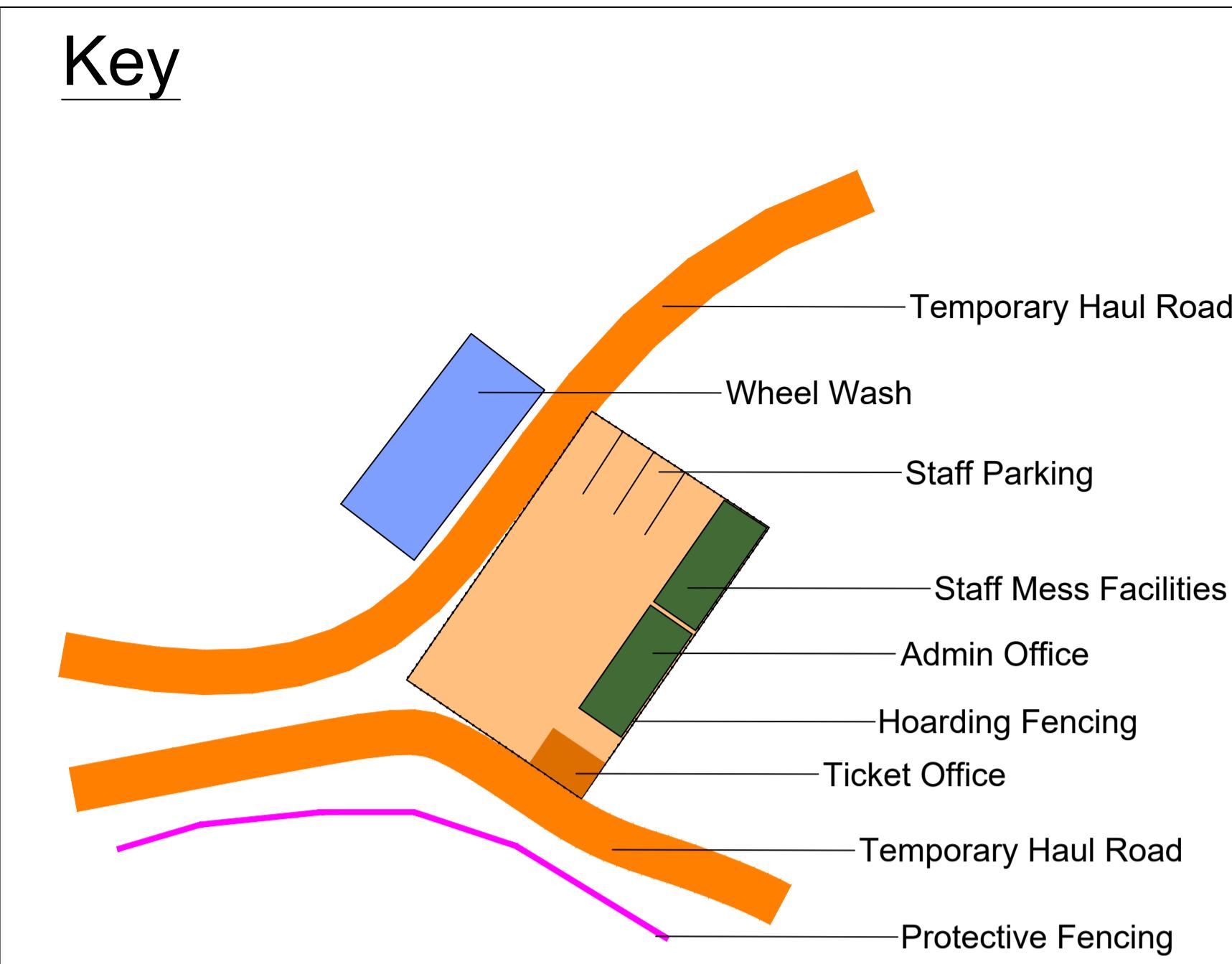


Application Boundary Line	Boundary of Proposed Grass Football Pitches	Proposed Contours	Proposed Drainage Line	Retained vegetation
Existing Contours (1m intervals)	Outline Of Senior Pitch	Proposed Drainage swale	Existing Car Park	

Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club)	Drawn By: DW	Approved By: BW	Revision:
Drawing Name: Proposed Layout And Grading Plan	Scale: 1:500 @ A1	Date: 04/07/2024	
Project No: 820	Drawing No: 820.03		

APPENDIX C – CONSTRUCTORS WORKS PLAN

Key



Application Boundary Line

Boundary of Proposed Grass Football Pitches

Proposed Contours

Tree Protection Fencing

Retained vegetation

Existing Contours (1m intervals)

Outline Of Senior Pitch

Proposed Drainage swale

Existing Car Park

Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club)

Drawn By: DW

Approved By: BW

Revision:

Drawing Name: Contractors Works Plan

Scale: 1:500 @ A1

Date: 04/07/2024

Project No: 820

Drawing No: 820.07



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