

Consultation Response from KC, Highways Development Management
2025/90448 Batley Bulldogs RLFC, 7, Heritage Road, Batley, WF17 7NZ
Conversion of derelict bowling green to 2 padel courts and associated works
Date Responded: 15/05/2025 Responding Officer: CNB Responding Ref: K15-4NW/21
This application is for the conversion of a derelict bowling green to 2 Padel courts with associated works at a site adjacent to and accessed via the Batley Bulldogs Rugby stadium car park. The car park is accessed via Heritage Road, a 30mph two-way single carriageway access cul-de-sac of approximately 5.4m width with a footway on one side and street lighting present and with No Waiting At Any Time TRO marking along the length adjacent to the rugby stadium. It is noted that, although Heritage Way is listed as being adopted all the way to the turning head adjacent to the southern car park, there is a barrier gate at the northern end of the rugby ground stand. The site is approximately 525m from stops on a high frequency bus route and approximately 1.4km from the closest rail station. Layout drawing A/47-PL-02 shows the layout of the two proposed courts with a pedestrian access from the existing car park to the north and a viewing/picnic area. The drawing also indicates two further courts for a future expansion of the facility and these comments do not consider the impacts caused by these two future courts which would need a separate planning application. No trip generation details were provided with the application and so data was obtained from a similar Padel court application that used tennis courts as a base level for trip rates. These indicated a peak weekday time of 6pm to 7pm and total 2-way trip rates of approximately 3.9 trips per court for the period 17:00 to 19:00. This would generate approximately 8 vehicular trips in the court's peak hour and this number of trips would not be expected to have a severe impact on the operation or efficiency of the local highway network. The worst-case scenario would be that all players in a doubles match and all the players in the following doubles match for both courts arrived at the same time, this would generate a parking demand of 16 vehicles. It is noted that the proposal site used to be a bowling green, and this would have generated some trips and associated parking demand. The Rugby Ground car park has been included within the application red line and so it is assumed that players using the proposed padel courts can use the car park. The car park is associated with Batley Bulldogs Rugby club and is used for parking on match days. The average home attendance over seasons in 2024 and 2025 has been approximately 1600 and, even though all attendees wouldn't turn up by car, it is expected that the parking would be in heavy demand (if not oversubscribed) on a match day. We would like to see a car parking management plan submitting that would explain how the parking for both the Rugby Club usage and the Padel Court usage will be managed, or if bookings for the padel courts would be suspended during rugby home match days. This can be conditioned if required. The proposed layout shows a single parking space to be removed to allow a pedestrian access to the site.

Without use of the adjacent car parking the site is approximately 170m from the closest on-street parking and this would likely be shared with the users of the football courts to the north of Heritage Road.

The future expansion courts shown on drawing A/47-PL-02 would create an intensification of use of the site and any future planning application would require additional information providing regarding trip generation and parking demand/provision and very likely a booking management plan providing to ensure parking can be controlled and would not cause undue impacts on the surrounding highway network.

Given the trip generation by the extant use as a bowling green and the relatively low parking demand we consider that the application is acceptable on highways grounds with a standard condition.

Condition

The development shall not be brought into use until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Parking Management Plan shall include details of:

- i. Resident Liaison member of staff and contact details
- ii. Details of any restrictions in parking for the padel court users during rugby matches and other large events at the stadium.
- iii. Car park attendants and monitoring of use of parking spaces by padel court users if deemed necessary.
- iv. Information for padel court users on travel options and booking system for parking spaces if necessary.
- vi. Mechanism for review of the Car Park Management Plan

The development shall thereafter be operated in accordance with the approved Car Park Management Plan.

Reason: This is to ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity.