

mosodi

Proposed Padel Courts at New Popplewell Lane, Scholes for Scholes Cricket Club



Quality Management

SCHOLES PADEL, SCHOLES				
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1. Introduction

1.1.1 This Transport Statement (TS) has been prepared by Mosodi on behalf of Scholes Cricket Club to support a planning application for two padel courts at Scholes Cricket and Athletic Club, New Popplewell Lane, Scholes, Cleckheaton.

1.1.2 The development comprises the construction of two outdoor padel courts at an existing sports site currently used for cricket and football. The proposed layout is shown on the architects plans in Appendix A and comprises the following:

- Two outdoor padel courts;
- 29 car parking spaces, including:
 - 4 EV Spaces; and
 - 5 Accessible Spaces.
- 12 cycle parking spaces; and
- Landscaping.

1.1.3 This Transport Statement has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.4 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.5 The TS considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. It covers a variety of topics, and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions, including a review of accident data;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services;
- Chapter 5 – sets out the net impact of trip generations from the change of use in the Site; and
- Chapter 6 – summarises and concludes the report.

2. Existing Site

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes. It also includes a review of accident data.

2.2 Existing Site

2.2.1 The application Site is currently green space that is part of Scholes Cricket Club which is located 2.5km east of Cleckheaton town centre and 3.6km northeast of Brighouse. Junction 26 of the M62 is located 2km to the northeast of the Site.

2.2.2 To the north the Site is bound by residential properties and to the east the Site is bound by the remainder of the Scholes Cricket Club green and Scholes Lane (B6120). To the south, the Site is bound by New Popplewell Lane which provides access to the Site as well as residential properties. To the west, the Site is bound by green space, shrubbery and a small number of dwellings.

2.2.3 The Site in relation to the strategic and local highway network is shown on Figure 1. An extract of Figure 1 is shown in Image 2.1.

IMAGE 2.1 SITE LOCATION



2.3 Existing Local Highway Network

New Popplewell Lane

2.3.1 New Popplewell Lane extends in an east-west direction along the southern edge of the development. The road is a cul-de-sac, joining with B6120 Scholes Lane to the east of the Site via a priority-controlled junction and ending approximately 80m to the west of the Site.

2.3.2 New Popplewell Lane is a two-way road 220m in length with an existing carriageway width of approximately 5.0m within close vicinity of Scholes Cricket Club. The road is subject to a 30mph speed limit.

B6120 Scholes Lane

2.3.3 The B6120 Scholes Lane extends on a north-south axis from the A649 Halifax Road to the south and New Road East/Westfield Lane to the north. Scholes Lane is approximately 1km in length with a carriageway width of 7.0m adjacent to the Site.

2.3.4 The carriageway is lit and footways are provided along both sides with a minimum width of 2m. The road is currently subject to a 30mph speed limit.

B6120 New Road East / Westfield Lane

2.3.5 To the north (approximately 400m from the Site), Scholes Lane meets the B6120 New Road East, Westfield Lane and Tabbs Lane via a four-arm unsignalised crossroad.

2.3.6 The B6120 New Road East / Westfield Lane extends on an east-west axis and has a minimum carriageway width of 7.0m. The carriageway is lit and footways are provided along both sides with a minimum width of 2m. The road is currently subject to a 30mph speed limit.

A649 Halifax Road

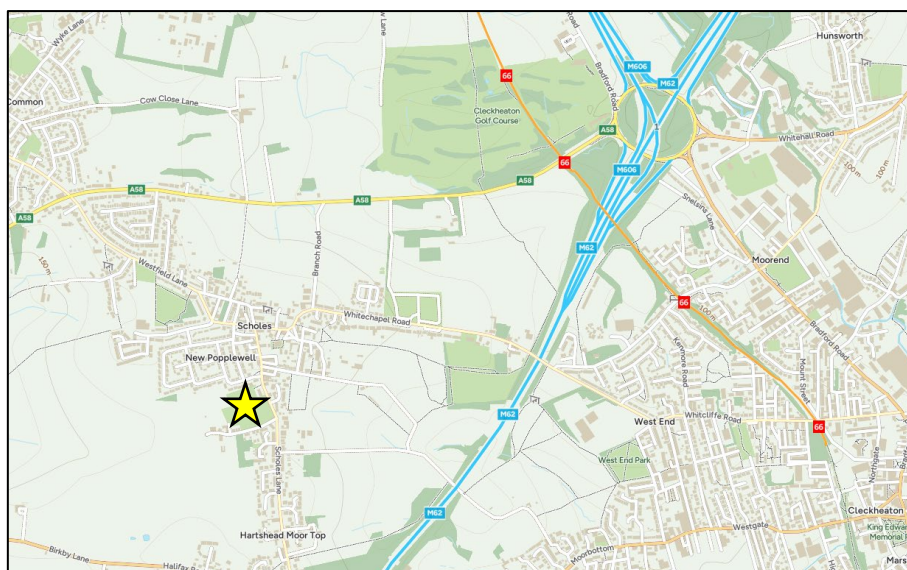
2.3.7 700m south of the Site, Scholes Lane meets the A649 Halifax Road via a priority-controlled intersection. Halifax Road extends on an east-west axis, providing a connection between Halifax and Dewsbury.

2.3.8 The minimum carriageway width close to the Site is approximately 4m. the road is lit and footways are provided along both sides. Cycle lanes are also provided along both sides of the carriageway with a width of 1.8m. Close to the Site, the speed limit is 30mph.

2.4 Cycle Infrastructure

2.4.1 The Site location is within an eight-minute cycle from Route 66 of the National Cycle Network (NCN), as is shown in Image 2.4, which is an extract from the NCN Map and shows the Site (yellow star) in relation to the existing NCN.

IMAGE 2.2 EXTRACT OF THE NATIONAL CYCLE NETWORK



2.4.2 The orange line represents Route 66, a fully segregated, traffic-free cycle route.

2.4.3 In addition to this, a cycle lane is provided along the A649 Halifax Road.

2.4.4 Despite the lack of cycle infrastructure within Scholes itself, visitors are still likely to visit the Site by cycling due to the location being accessible by relatively quiet roads. Also, given the active nature of the anticipated sports facility visitors, people will choose to cycle regardless of limited infrastructure.

2.5 Existing Bus Services/Facilities

2.5.1 The Site is located in Scholes Village and has numerous bus stops located nearby. The services available at the nearest stops are summarised in Table 2.1.

TABLE 2.1 LOCAL BUS SERVICES

LOCATION	DISTANCE (FROM CENTRE OF SITE)	FACILITIES	REGULAR DESTINATIONS	SERVICE NUMBERS	APPROX. FREQUENCY PER HOUR
Scholes Lane Spinners Way	315m	Timetable and Pole	Brighouse	256, 259	1
Scholes Lane Hillcrest Mount	390m	Timetable and Pole	Cleckheaton, Bradford	259	1
Scholes Lane Foldings Road	410m	Timetable and Pole	Bradford	256	
Scholes Terminus	602m	Pole, Timetable, Seating and Shelter	Leeds, Halifax, Bradford	255, 687	4
Scholes New Road East	650m	Timetable and Pole	Leeds, Cleckheaton, Bradford Interchange	255, 256, 259	2

2.5.2 The bus services from the stops shown in Table 2.1 provide access to a number of important destinations including:

- Brighouse – 22-minute journey;
- Cleckheaton – 19-minute journey;
- Leeds – 75-minute journey;
- Halifax – 39-minute journey; and
- Bradford – 37-minute journey.

2.5.3 A plan showing the bus services in close proximity to the Site is shown in Image 2.3.

IMAGE 2.3 EXTRACT OF THE NORTH KIRKLEES BUS MAP



2.5.4 As is demonstrated above, the existing bus services will provide future visitors and employees of the Site with regular access to the surrounding areas.

2.6 Existing Rail Services/Facilities

2.6.1 Two train stations are located within an 18-minute cycle ride from the Site: Low Moor Station is located 2.7km north of the Site (as the crow flies), and Brighouse Station is located 3.7km to the southwest of the Site (as the crow flies).

2.6.2 Table 2.2 below shows a summary of the available services and facilities at the stations.

TABLE 2.2 LOCAL RAIL SERVICES

STATION	FACILITIES	REGULAR DESTINATIONS	APPROX. COMBINED FREQUENCY
Low Moor Station	Ticket machines, CCTV	Leeds, Chester, Bradford Interchange	5
Brighouse Station	Ticket machines, ticket office, CCTV, step-free access, 3 bicycle lockers	Leeds, Wigan Wallgate, Bradford Interchange	5

2.6.3 These services listed above provide regular connections to local and national destinations including Leeds, Bradford, Chester and Huddersfield.

3. Development Proposals

3.1.1 This section of the report provides details of the proposed development scheme including the access arrangements.

3.2 Development Proposals

3.2.1 The development proposals are shown in the architects drawing contained within Appendix A and comprise the following:

- Two outdoor padel courts;
- 29 car parking spaces, including:
 - 4 EV Spaces; and
 - 5 Accessible Spaces.
- 12 cycle parking spaces; and
- Landscaping.

3.3 Vehicular Site Access

3.3.1 The existing Site access is to be retained and taken via a priority junction from New Popplewell Lane to the south of the Site.

3.4 Pedestrian/Cycle Access

3.4.1 Pedestrians and cyclists will continue to access the Site via the main access on New Popplewell Lane. Alternatively there is an off road pedestrian access directly from Scholes Lane to the north of the Site.

3.5 Site Characteristics

3.5.1 The existing Site is a cricket and football club. The current opening hours are as follows:

- Monday – Closed
- Tuesday – Closed
- Wednesday – 6am – 10pm
- Thursday – 6am – 10pm
- Friday – 6am – 11pm
- Saturday – 12 noon – 11pm
- Sunday – 1pm – 10pm

3.5.2 The cricket season runs from April – September for 20 weeks, matches are held on Saturdays between the hours of 12-4pm (approximate timings). Training is held on Thursday between 6pm-7pm.

3.5.3 The football season runs from September to May with matches held on Sunday mornings between 9-11:30am. Training is held on Wednesdays between 6-7pm.

3.5.4 The proposed Padel courts will be available for hire between 6am-11pm, 7 days a week, hourly sessions will be bookable via an app. Visitors will be able to book more than one hourly session in succession if they wish.

3.6 Parking

3.6.1 A total of 29 car parking spaces will be provided within the Site, these are comprised of five disabled spaces (17%) and four EV spaces (14%). Standard bays are 2.5m x 5.0m whilst accessible bays are 2.4m x 5.0m with a 1.2m hatched area around the front and side of each space to provide appropriate access. 8 parking spaces will be reserved for use by the padel courts, leaving 21 for the remaining uses of the Site.

3.6.2 12 Cycle parking spaces are provided in the form of Sheffield Stands; these are located adjacent to the proposed padel courts in the northern section of the car park.

3.6.3 Due to the lack of parking standards available on such schemes, we have assessed the parking provision on a first principles basis.

3.6.4 The assessment begins by establishing the peak number of users on Site. The proposed two padel courts would accommodate up to 8 players at any one time. Games usually last 1 hour however, to account for changing prior to the games and after the games, there is likely to be an overlap between hour sessions – this is expected to increase the number of players on Site to 16 at any one time.

3.6.5 In addition, there may be some instances in which the Site's padel function operates at the same time as its cricket or football pitches. Please note that the below is omit of any spectators and visitors as the car parking spaces within the Site will be retained for use by padel users and members of the cricket/football teams.

3.6.6 Between April and September cricket matches are held on a Saturday between 12-4pm. This could generate a further 24 (two 11-player cricket teams plus two umpires) users at peak times.

3.6.7 Between September and May football matches are held on a Sunday 9-11:30am. This could generate a further 24 (two 11 player football teams plus two referees) users at peak times.

3.6.8 As well as the padel and cricket/football users, staff numbers on Site are estimated to be 3-4, and there may be longer dwell time for some visitors/spectators on occasion (approximately 10 people at peak times).

3.6.9 Given the above, we expect the peak number of users to be as follows:

- Weekdays - 30
- Saturday - 54
- Sunday – 54

3.6.10 There are 8 designated car parking spaces for the maximum of 8 padel players with a further 21 spaces remaining for use by the cricket or football users and staff. It is expected that a number of users will car share to the facility, particularly the football and cricket users as the players will need to be there at the same time. Car sharing will also be promoted to players and visitors.

3.6.11 Further on-street car parking is available on Scholes Lane to the north of the Site for any spectators, with off road pedestrian accessibility available.

3.6.12 Therefore, the proposed provision of 29 car parking spaces will therefore be sufficient at accommodating the predicted maximum capacity of the Site.

3.6.13 To ensure that the car parking is utilised optimally and that no un-neighbourly parking occurs on the surrounding highway, a Traffic Management Plan has also been produced.

3.7 Refuse

3.7.1 The refuse collection is expected to remain the same as what is currently operational. This is shown in drawing 25128.ATR.03 Rev A attached at Appendix B.

3.8 Trip Generation

3.8.1 As set out within the trip generation assessment used for the car parking assessment, during peak operating times, the maximum number of trips would be 27 arrivals and 27 departures from the Site. This would take place on Saturday and Sunday and would not coincide with the network peak hours.

3.8.2 The provision of the Padel centre at the existing cricket/football club, may also lead to linked trips with those already visiting the Site.

4. Site Accessibility and Measures to Promote Sustainable Travel

4.1 Introduction

4.1.1 This chapter describes the accessibility of the Site by non-car modes and sets out how the additional improvements and measures proposed will further enhance accessibility and minimise car trips.

4.2 Pedestrian Accessibility

4.2.1 It is generally considered that an acceptable walking distance from home to a place of work is 2km.

4.2.2 The IHT document Guideline for Providing for Journeys on Foot recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 4.1.

TABLE 4.1 ACCESSIBILITY BY FOOT

	TOWN CENTRES (M)	SCHOOL/WORK (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.2.3 Using GIS software typical walk times (up to 30 mins) from the proposed Site centre are shown on Figure 2. This figure demonstrates that:

- Seven bus stops are within a 5-minute walking distance from the Site;
- A further 27 bus stops are within a 15-minute walking distance from the Site;
- The entirety of Scholes village is within a 15-minute walking distance from the Site; and
- A large number of residential units are within a 30-minute walking distance from the Site.

4.2.4 It is therefore concluded that the Site is accessible for visitors and employees on foot. It is also considered that the more active users will choose to walk further than this guideline distance.

4.2.5 Furthermore, the travel planning measures proposed in the travel plan will have a positive influence on the sustainable travel choices made by users of the Site.

4.3 Accessibility by Cycle

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- The NCN cycle route is within a 10-minute cycle ride from the Site;
- The Site is within a 15-minute cycle ride of two railway stations: Low Moor and Brighouse. Both stations provide good access to locations further afield including Huddersfield, Halifax, Bradford and Leeds;
- Deighton and Mirfield Railway stations are within a 30-minute cycle ride of the Site;
- The entirety of Scholes, New Popplewell and Hartshead Moor Top are within a 5-minute cycle ride of the Site;
- The residential areas of Cleckheaton, Wyke, Hightown Heights and Moorend are within a 10-minute cycle from the Site;
- The residential areas of Oakenshaw, Lightcliffe, and Low Moor are within a 15-minute cycle ride from the Site;
- The residential areas of Liversedge, Gomersal, Birkenshaw, Hipperholme and Brighouse are within a 20-minute cycle ride from the Site; and
- The residential areas of Mirfield, Heckmondwike, Northowram, Southowram and the majority of southern Bradford are within a 30-minute cycle ride from the Site.

4.3.2 It is also considered that the more active users will choose to cycle further than this guideline distance.

4.4 Accessibility by Bus

4.4.1 As is demonstrated above, the Site is located in Scholes Village and has numerous bus stops located nearby. Local bus stops and their accessibility are shown in Table 2.1.

4.4.2 It is therefore concluded that the proposed Site, will provide good bus accessibility to a variety of local services, residential, and retail opportunities for future visitors and employees within and surrounding Scholes and Cleckheaton.

4.5 Accessibility by Rail

4.5.1 Two train stations are within 3.7km of the Site, providing a combined frequency of 10 services per hour to locations across the UK and more locally within West Yorkshire.

4.5.2 Given the active nature of the proposed sports facility, visitors are more likely to travel further distances, which in turn reduces reliance on private car travel. It is therefore concluded that the proposed Site will provide an attractive and accessible destination for visitors from both the local area and further afield.

5. Summary

5.1.1 This Transport Statement (TS) has been prepared by Mosodi on behalf of Scholes Cricket Club to support the commercial development at Scholes Cricket and Athletic Club, New Popplewell Lane, Scholes, Cleckheaton.

5.1.2 The development comprises the construction of two outdoor padel courts at an existing sports site currently used for cricket and football. The proposed layout is shown on the architects plans in Appendix A and comprises the following:

- Two outdoor padel courts;
- 29 car parking spaces, including:
 - 4 EV Spaces; and
 - 5 Accessible Spaces.
- 12 cycle parking spaces; and
- Landscaping.

5.1.3 Personal injury accident data has been obtained for the highway network in the vicinity of the Site. One slight accident has occurred however there is no evidence to suggest the proposed development will materially exacerbate the existing conditions.

5.1.4 The internal layout of the proposed development will provide suitable access for vehicles and pedestrians/cyclists, with refuge being serviced within the car park.

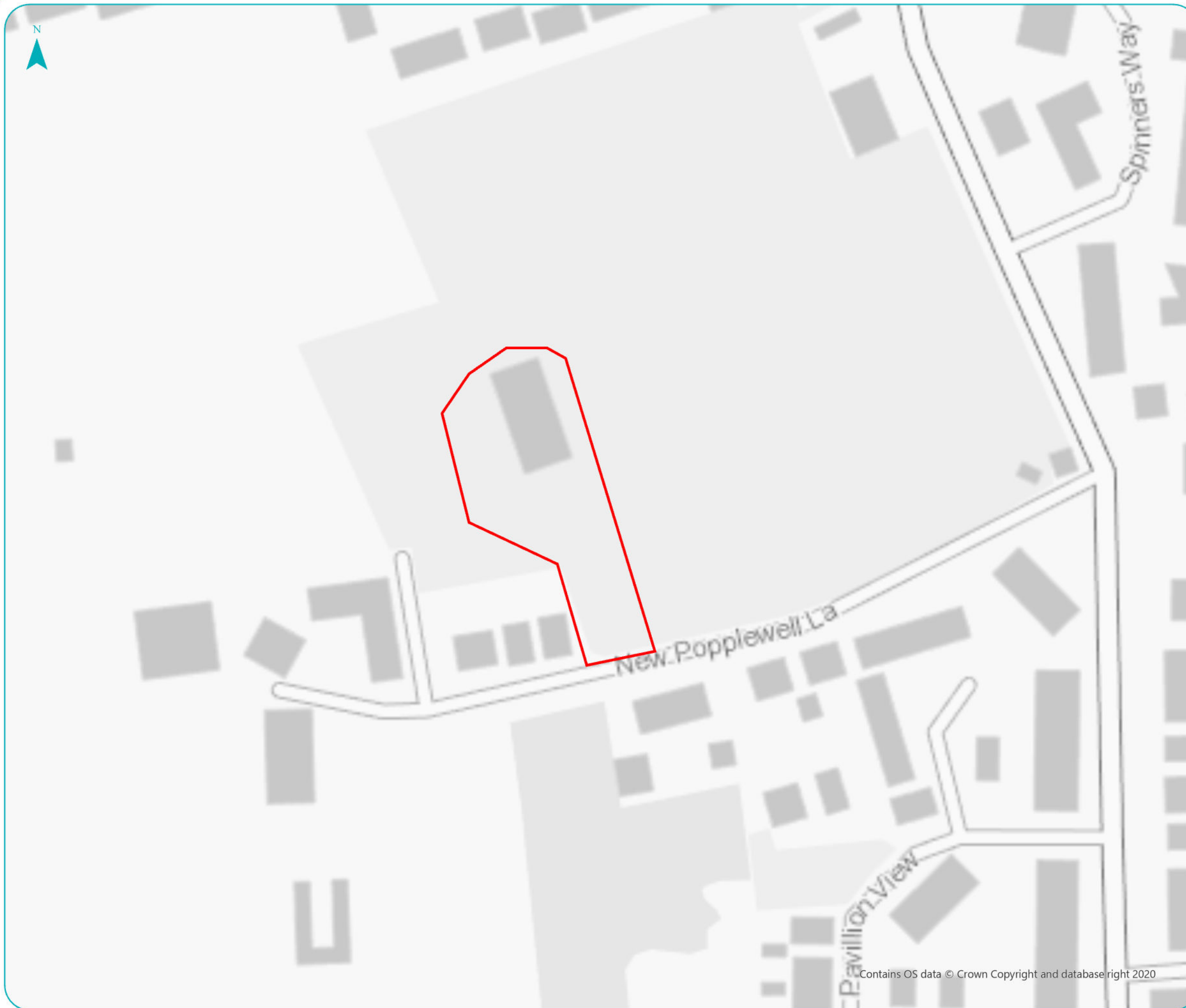
5.1.5 The development is proposed to be accessed via the existing access to the Cricket Club - a priority junction with New Popplewell Lane. This vehicular access to the Site provides direct access into the car park. Access for refuse and emergency vehicles will also be provided from the existing priority access.

5.1.6 A first principles car parking occupancy survey has been completed which estimated a maximum capacity of 54 users across the Site, equating to a requirement of 20 spaces at full capacity, based on a comparable survey that was undertaken at a padel Site. It is also expected that the inclusion of a detailed Travel Plan for the proposed Site will encourage car parking occupancy below this predicted capacity.

5.1.7 A detailed assessment of the accessibility of the Site has been completed in Chapter 4 concluding that the Site is accessible via all sustainable transport modes. A number of bus and rail services are within close proximity to the Site. In addition to this the proposals have ensured that cycle and pedestrian access into and around the Site is to a high quality.

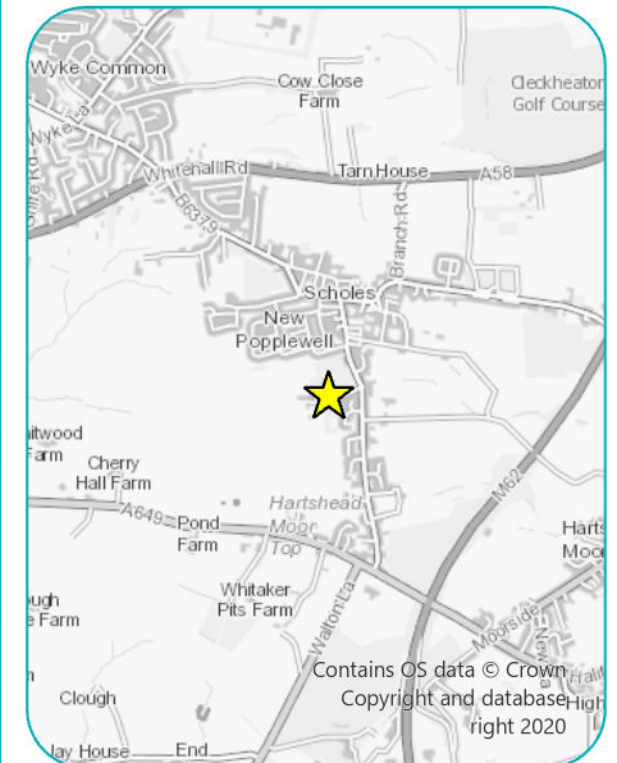
5.1.8 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission.

Figures



Key

- ★ Site Location
- ~ Indicative Site Boundary

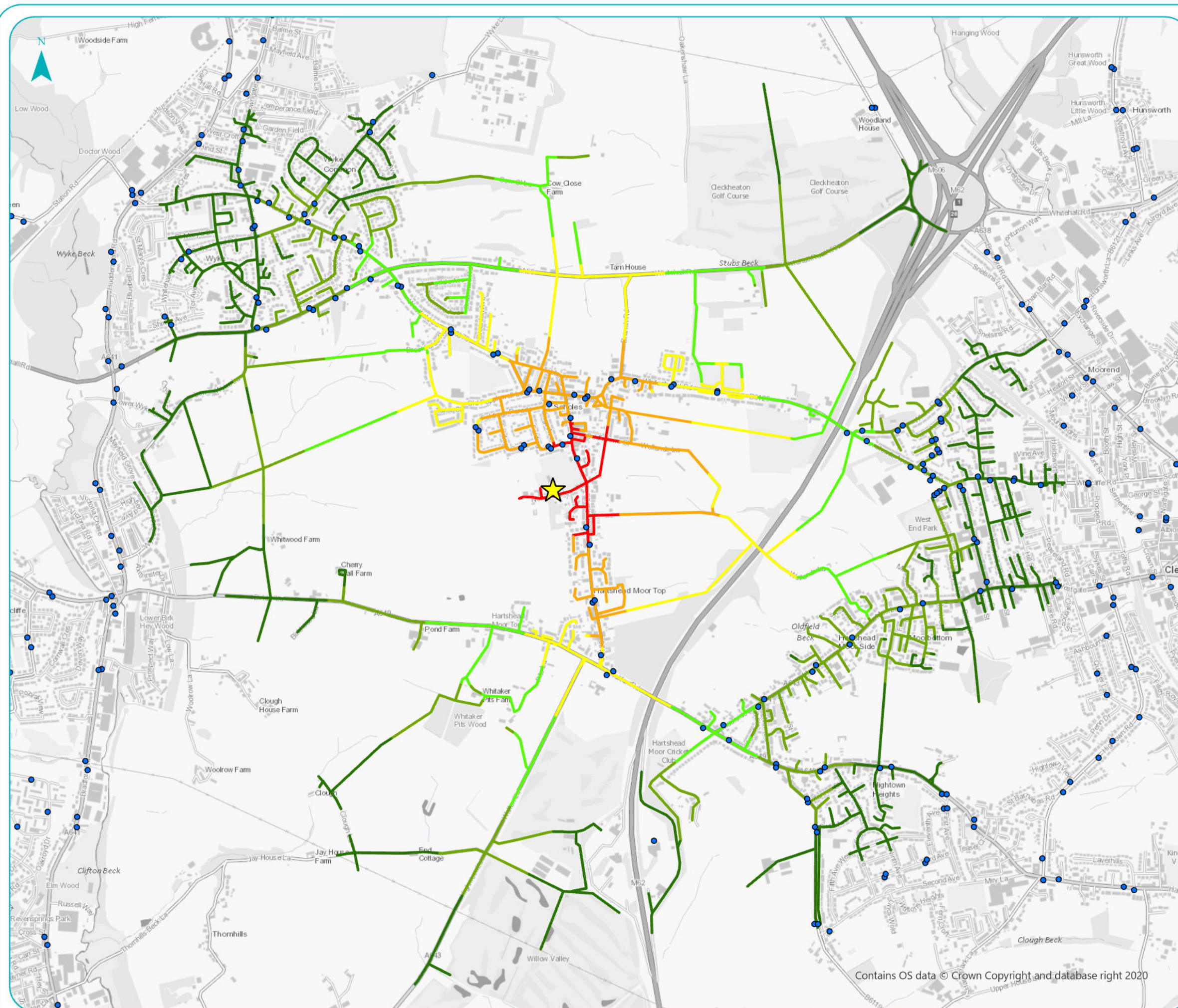


Scholes Cricket Club
New Popplewell Lane,
Scholes
Site Location Plan

Figure 1

Scale @ A3 1:1,000

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Key

- ★ Site Location
- Bus Stops

Pedestrian Accessibility (4.8kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

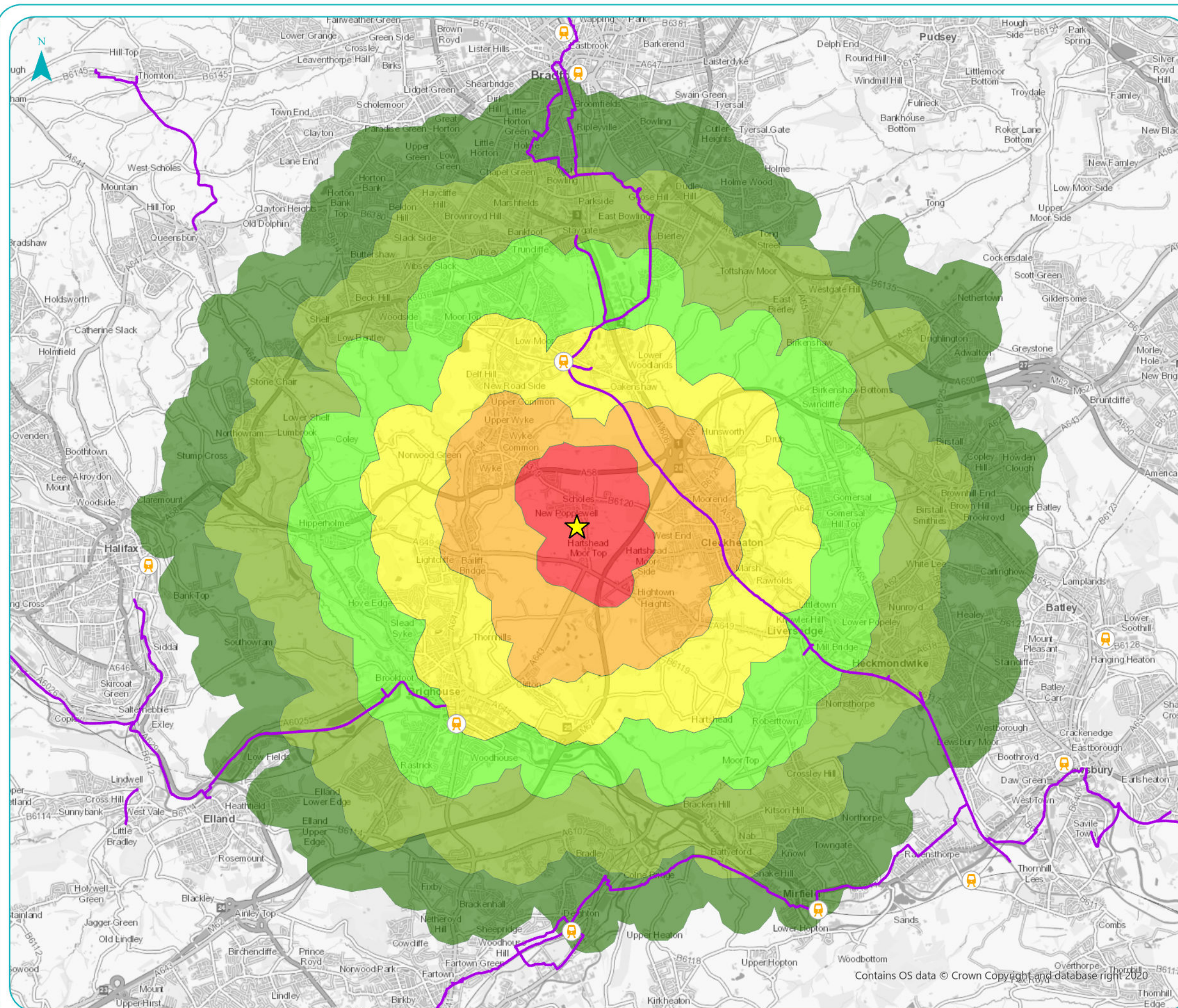
Scholes Cricket Club
New Popplewell Lane,
Scholes
Pedestrian Accessibility

Figure 2

Scale @ A3 1:15,000

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Key

- ★ Site Location
- 🚂 Train Stations
- National Cycle Network Routes

Cycle Accessibility (16kph)

- 25-30 minutes
- 20-25 minutes
- 15-20 minutes
- 10-15 minutes
- 5-10 minutes
- 0-5 minutes

Scholes Cricket Club
New Popplewell Lane,
Scholes
Cycle Accessibility

Figure 3

Scale @ A3 1:60,000

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Appendices

Appendix A Site Masterplan



Approx. position
of existing mature
trees

Appendix B

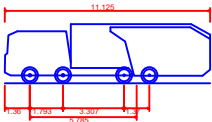
Refuse Swept Path Drawing



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.
3. Preliminary layout subject to detailed design including full CDM compliance, statutory undertakers search/ diversions requirements, highway drainage provision, extension of topographical survey, highway adoption confirmation, land availability and local authority approval.

Key:



Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

019 6NN

A				11.05.26	UPDATED LAYOUT	LW
-				27.04.26	INITIAL ISSUE	LW
Rev:	Date:	Status/Amendments:			By:	

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Client:
Scholes Cricket Club

Project:
Scholes Padel

Drawing Title:
Refuse Vehicle Swept Path Analysis

Drawn By: LW	Checked By: KS	Approved By: KS
Scale: 1:50	Paper Size: A3	Date Created: 27.04.26
Drawing Number: 25128.ATR.03		Drawing Revision: A