



TRANSPORT STATEMENT

Ravenshouse Road, Dewsbury

December 2023

NAZ Construction

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1.4 The current proposals look to provide a betterment for the local community, rather than facilitate increased use of the site. Currently children attend prayer and education in the main hall, given there is no other suitable place to accommodate this. The proposed development will allow the centre to provide dedicated education facilities for children in evenings, separate to the main hall.

1.5 In relation to the current application, a highways consultation was provided by Kirklees Council Highways Development Management Team in September 2023; the response indicated that the following points should be addressed within the Transport Statement, with the full response attached at **Appendix B**:

- *“The site benefits from previous permissions for demolition and alterations and for a community centre, however, in most cases a highways objection was raised based on parking and road safety issues caused by the existing development being intensified by the proposals;*
- *There have been several recorded complaints regarding car parking, obstruction and more severe highway safety issues in the area, related to the proposal site including manoeuvring vehicle collisions with pedestrians and other vehicles. There has also been repeated abuse of the existing TRO markings around the site and on-footway parking;*
- *There is a disparity between the proposals and the assertion that they would not result in an increase in worshippers, particularly in relation the upper floors educational provision;*
- *No trip generation details were provided with the application, and these would have needed to take account of both the educational use and the operation of the mosque at prayer times, when the highest trip generation, and thus parking demand, would occur. Details on staffing levels and numbers of students and operational times for the education aspect of the proposals would be required along with estimates of the numbers of worshippers at peak prayer times (this should be based on observations of the current use);*
- *No parking demand details were provided with the application. Based on the total area being 975sqm as indicated on drawing AIB/01 Proposed Ground Floor (June 23), the off-street parking requirements would be for 39 visitor spaces plus the required number of staff spaces, with 24 cycle spaces. These are based on*



superseded standards but should be used as a starting point, with suitable evidence to explain any reduction parking provision;

- *Drawing no. AIB/01 Proposed Layout (Sept 21) shows the car park with a single access over a dropped kerb crossing. The site, as constructed, has two gated and two dropped kerb crossings on to Ravenshouse Road, and a single vehicle and separate pedestrian access on to Back Ravenshouse Road. To comply with the proposal drawing we would like to see the second gated access on Ravenshouse Road (to the south) removed and the redundant dropped kerb crossing reinstated to a full kerb with the "H-bar" marking removed, and the vehicular access on to Back Ravenshouse Road removed. These changes should be clearly marked on a drawing and should be conditioned for highway safety reasons if they are minded for approval, and the works done within a S184 legal agreement with the Council, with an appropriate footnote included; and*
- *Due to parking issues existing at the site we would also wish to see a construction access management plan submitted."*

POLICY CONTEXT

1.6 This report has been prepared with reference to the following national and local policy documents:

- NPPF – September 2023;
- Kirklees Local Plan (Adopted February 2019);
 - Policy LP1 – Presumption in favour of sustainable development;
 - Policy LP7 – Efficient and effective use of land and buildings;
 - Policy LP20 – Sustainable travel;
 - Policy LP21 – Highways and access; and
 - Policy LP22 – Parking.
- 2025 Kirklees Transport Vision; and
- Kirklees Unitary Development Plan Parking Standards SPD.

1.7 This Transport Statement demonstrates how the proposals are complementary to both the national and local policy, in particular, **Section 2** identifies the existing opportunities in the vicinity of the site for sustainable travel.



REPORT STRUCTURE

1.8 Following this introductory section:

Section 2 details the existing situation in the vicinity of the site, including a brief overview of the local highway network, the road safety record in the vicinity of the site and the accessibility by non-car modes;

Section 3 provides an overview of the development proposals, including vehicular access, parking and servicing arrangements;

Section 4 summarises the anticipated trip generation associated with the development proposals; and

Section 5 offers a summary and conclusion.

2. BASELINE CONDITIONS

- 2.1 This section of the Transport Statement describes the existing highway network in the vicinity of the site, provides an overview of the historic road safety record and reviews the infrastructure that will facilitate and encourage users of the site to walk, cycle or use public transport, rather than to travel by car.
- 2.2 It should be noted that the mosque and education centre serve the local community, who typically live in close proximity to the site and does not attract trips from further afield.

EXISTING HIGHWAY NETWORK

- 2.3 The proposed development will maintain the existing frontage, taking vehicular access from Ravenshouse Road, along the eastern boundary. The location of the site, in the context of the surrounding highway network, can be seen in **Figure 2.1**, below.

Figure 2.1: Highway Network



(Source: Google)

- 2.4 In the vicinity of the site, Ravenshouse Road has an approximate carriageway width of 10m, including an area of central hatching of approximately 2.5m, and is bound by footways and street lighting to the east and west. At present, on-street parking takes place on both sides



of the carriageway, with access protection markings and 'KEEP CLEAR' road markings in place along the western boundary, in the vicinity of the site access. Residential dwellings take direct frontage access along the eastern boundary, also.

- 2.5 Approximately 20m north of the site frontage, Ravenshouse Road forms the major arm of a priority T-junction with Back Ravenshouse Road. From this point, to the north Ravenshouse Road becomes Low Road. Approximately 25m north of the Ravenshouse Road / Back Ravenshouse Road junction, a zebra crossing comprising dropped kerbs, tactile paving and belisha beacons and a raised table, supports pedestrian movement east-west. Low Road extends north for approximately 500m, towards Dewsbury Moor, via Heckmondwike Road. Along its length, Low Road is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west; there are no parking restrictions along its length.
- 2.6 Approximately 50m south of the site frontage, Ravenshouse Road benefits from a pedestrian refuge island on a raised table, comprising dropped kerbs and tactile paving, supporting pedestrian movement east-west. A further 25m south of this crossing, Ravenshouse Road forms the major arm of a priority T-junction with Pilgrim Avenue, which extends east and serves as a residential access road to the surrounding dwellings on Pilgrim Drive and Pilgrim Crescent. Along this route, vehicles are subject to a 20mph speed limit.
- 2.7 From the Pilgrim Avenue junction, Ravenshouse Road extends south for approximately 650m, giving access to the A644 Huddersfield Road via a priority T-junction. Along its length, the carriageway is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west.
- 2.8 Back to the site, Back Ravenshouse Road runs north-south along the western boundary of the site, giving access to residential dwellings. Back Ravenshouse Road has an approximate carriageway width of 5.5m and benefits from a footway to the west, separated from the carriageway by a wide grass verge. Along its length, vehicles are subject to a 30mph speed limit and there are no on-street parking restrictions in place, except for 1 no. accessible bay associated with a property to the southwest of the site. Back Ravenshouse Road operates in a loop arrangement, with access / egress points located to the south of the site, adjacent to the Pilgrim Avenue junction, and to the north, before the zebra crossing.

ROAD SAFETY

- 2.9 Accident data for the most recent 5-year period (2018 - 2022) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations and severity of the accidents recorded in the vicinity of the site are shown in **Figure 2.2**, below.

Figure 2.2: Locations of Recorded Accidents



(Source: Crash Map)

- 2.10 As can be seen in **Figure 2.2**, no accidents have been recorded in the vicinity of the site in the most recent 5-year study period. It is, therefore, considered there are no existing road safety issues in the vicinity of the site. This is contrary to Kirklees Council HDM response, which suggests that highway safety issues relating to vehicles manoeuvring to/from the site and colliding with pedestrians have occurred. Furthermore, as will be discussed further in **Section 4**, the development proposals will result in a negligible traffic impact and, will not, therefore, impact on road safety within the vicinity of the site.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

2.11 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 2.1**, overleaf; for other uses, this is 1.2 kilometres. Given the location element of the proposals, it is also important to consider a 2km walking catchment for this purpose.

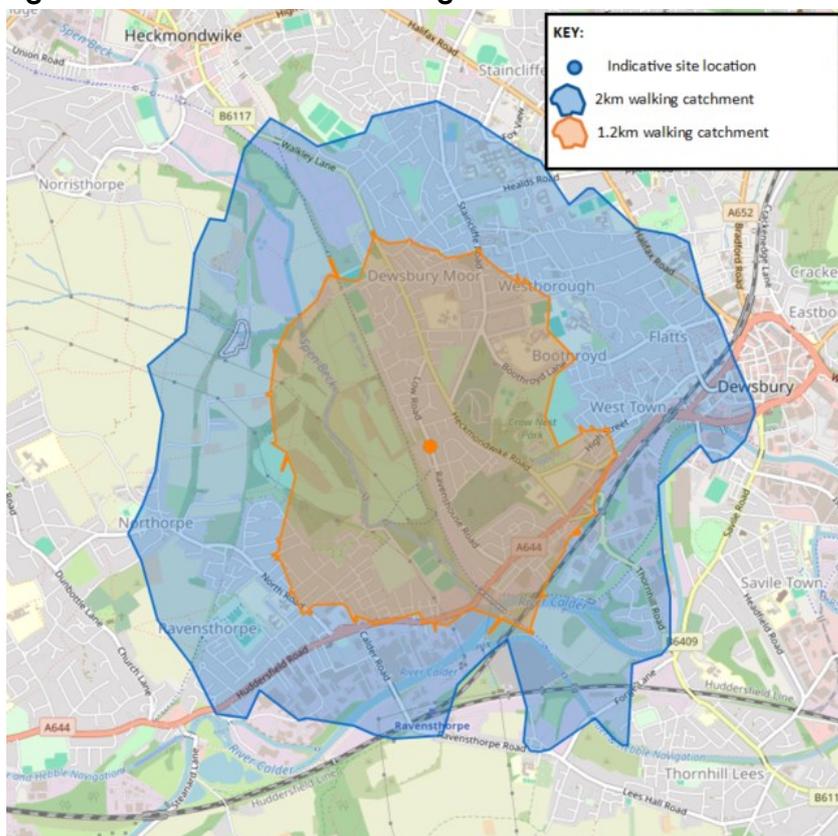
Table 2.1: IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

2.12 **Figure 2.3**, below, illustrates a 1.2km and 2km walking catchment from the site. A 1.2km walking catchment from the site includes Dewsbury Moor and parts of Westborough and Boothroyd. The 2km distance includes parts of Dewsbury town centre and Ravensthorpe.

Figure 2.3: 1.2km and 2km walking catchment



(Source: Open Street Map)

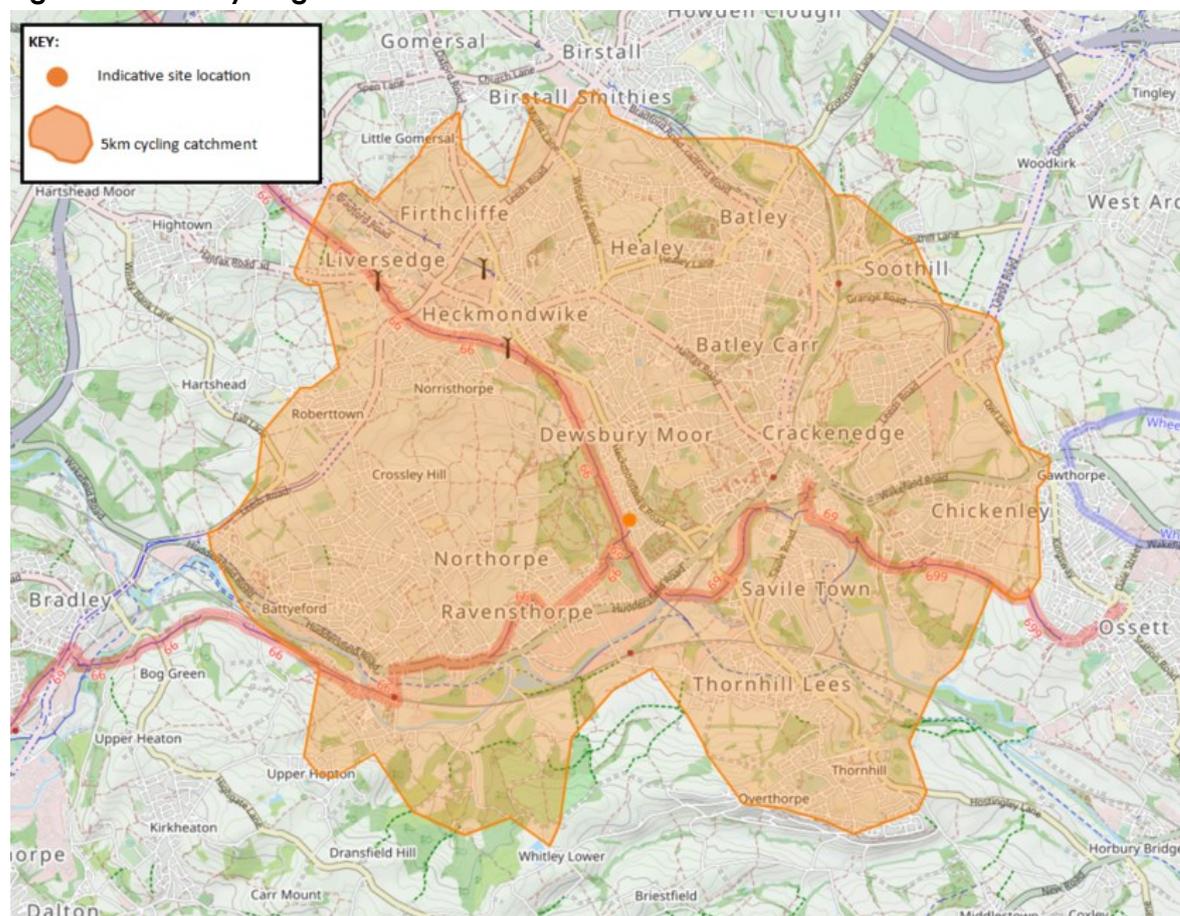


- 2.13 Pedestrian access to the site will be taken from Ravenshouse Road to the east. Footway provision in the vicinity of the site is good, with footways of 2m to both sides of the carriageway. There are pedestrian crossing points on Ravenshouse Road, in the form of pedestrian refuge island and a zebra crossing, assisting with east/west movement to/from the site.
- 2.14 With the above in mind, it is evident that there are already crossings in place on Ravenshouse Road to facilitate pedestrian movement to/from the site on foot, benefitting users of the site and promoting pedestrian safety.

Cycling

- 2.15 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating that *“cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”*.
- 2.16 A 5km cycling catchment from the site includes the entirety of Dewsbury town centre, Thornhill Lees, Ravensthorpe, Dewsbury Moor, Crackenedge, Batley, Healey, Heckmondwike, Liversedge and Firthcliffe. This cycle catchment can be seen in **Figure 2.4**, overleaf.

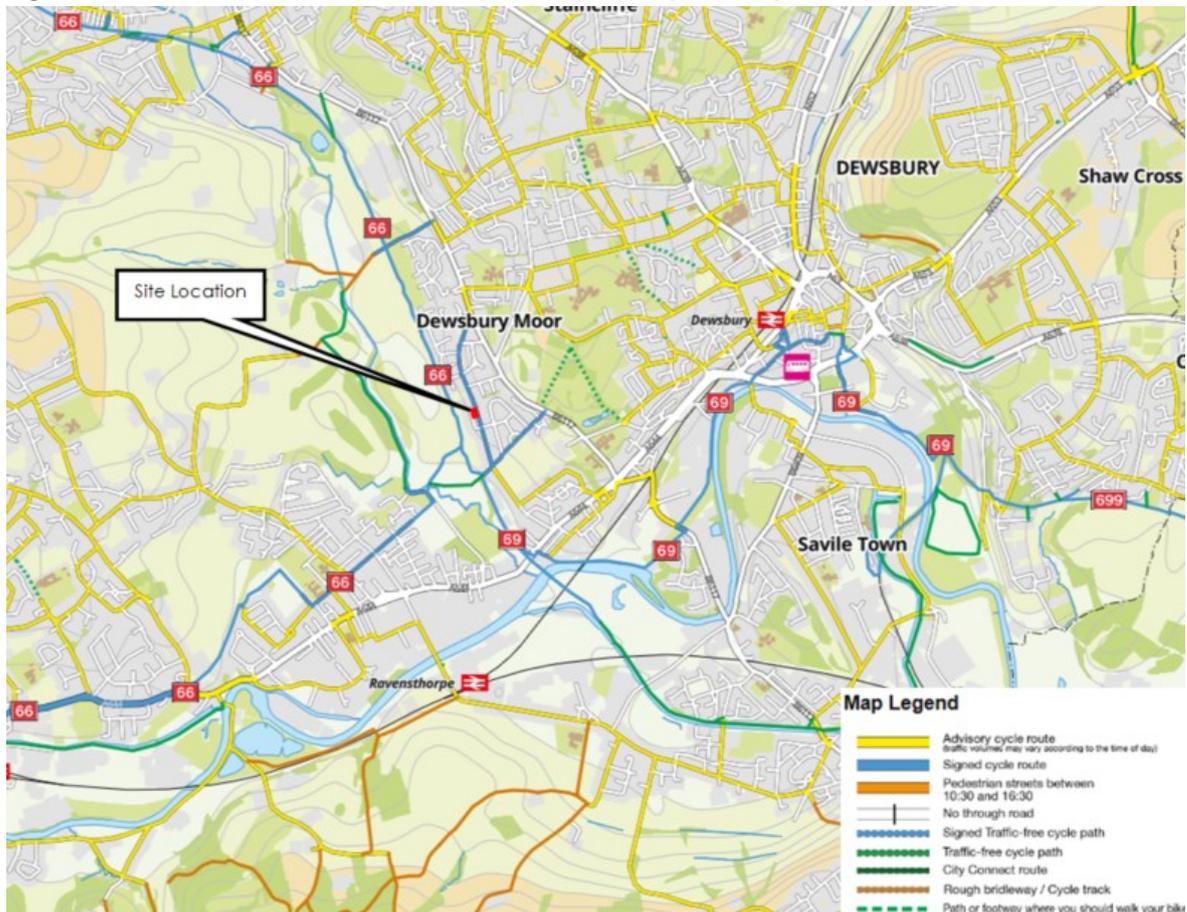
Figure 2.4: 5km cycling catchment



(Source: Open Street Map)

- 2.17 Highlighted in **Figure 2.4**, National Cycle Network (NCN) Route 66 runs north-south to the west of the site and can be accessed in a 1-minute (230m) cycle via Ravenshouse Road. NCN Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. Similarly, NCN Route 69 can be accessed in a 1-minute (250m) cycle, via Ravenshouse Road. NCN Route 69 connects Morecambe with Grimsby via Settle, Skipton, Cullingworth, Huddersfield, Horbury, Pontefract, Althorpe and Caistor. Locally, NCN Route 69 extends east towards Dewsbury town centre whereas NCN Route 66 runs north, towards Heckmondwike, and west, towards Mirfield.
- 2.18 An extract from the West Yorkshire Interactive Cycle Map can be seen in **Figure 2.5**, which highlights a number of signed cycle routes (shown in blue) and advisory cycle routes (shown in yellow); these recommended routes facilitate access to the site from the surrounding residential areas, both within Dewsbury Moor and further afield.

Figure 2.5: Extract from West Yorkshire Interactive Cycle Map



(Source: West Yorkshire Interactive Cycle Map)

- 2.19 Ravenshouse Road, which runs north-south along the eastern boundary of the site, is a signed cycle route. To the north, Low Road extends onto Heckmondwike Road which gives access to a network of advisory cycle routes which connect the surrounding residential areas. To the west of the site, a number of traffic-free cycle paths can be accessed via NCN Route 66, which extend across Dewsbury Country Park.
- 2.20 It is, therefore, anticipated that cycling would represent a viable travel option for users of the site. A number of cycle routes have been identified within the vicinity of the site which could be used to access the site from surrounding residential areas. The road network in the vicinity of the site is considered to be suitable for cyclists.

Public Transport Accessibility

- 2.21 The closest bus stops are located approximately 150m (2-minute walk) north of the site on Low Road. These stops are located on both sides of the carriageway and support northbound and southbound services, comprising of a flag, pole and timetable information. Further bus stops can be accessed in a 160m (2-minute) walk south of the site, via Ravenshouse Road. These stops also benefit from a flag, pole and timetable information. Approximately 500m (8-minute walk) east of the site, on the B6117 Heckmondwike Road, bus stops located on both sides of the carriageway benefit from a flag, pole and timetable information. **Figure 2.6**, below, illustrates the locations of the bus stops in the vicinity of the site, with details of the services available summarised in **Table 2.2**.

Figure 2.6: Bus Stop Locations



(Source: Google Maps)



Table 2.2: Local Bus Services

Service	Route	Approximate Headway		
		Weekday	Saturday	Sunday
Ravenshouse Road / Low Road				
250	Dewsbury - Heckmondwike	60 mins	60 mins	120 mins
B6117 Heckmondwike Road				
213	Dewsbury – Morley (via Batley)	60 mins	-	-
AL5	Mirfield - St Paulinus - St John Fisher	1 service daily	-	-

(Source: PT Operators)

2.22 As can be seen above, there are a number of frequent services accessible within a short walk of the site, giving access to surrounding residential areas and destinations further afield, such as Dewsbury, Dewsbury Moor, Heckmondwike, Batley and Morley.

National Rail Services

2.23 The closest railway station to the site is Dewsbury, approximately 1.9km east of the site, via High Street. This station can be accessed in around a 27-minute walk, 9-minute cycle or 15-minute bus journey via the 250 bus service, accessible on Ravenshouse Road, to the south of the site. Benefitting from step-free access to all platforms, this station has frequent services to destinations including Manchester Piccadilly, Leeds, Huddersfield and Saltburn. Additionally, the station benefits from 70 CCTV covered cycle storage spaces.

SUMMARY

2.24 Overall, it is considered that there are good opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure connecting the site with surrounding areas. Furthermore, there are a number of bus stops within walking distance and Dewsbury railway station is also located within convenient walking / cycling distance. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.



3. DEVELOPMENT PROPOSALS

INTRODUCTION

- 3.1 This section of the Transport Statement considers the development proposals, the access arrangements, parking and servicing.

DEVELOPMENT PROPOSALS

- 3.2 The proposed development comprises the demolition of the existing mosque and erection of a new mosque and education centre on land to the west of Ravenshouse Road, Dewsbury. The development will provide the following facilities, which are to provide a betterment to existing arrangements, rather than to facilitate additional use of the site:

- Ground Floor
 - Prayer Hall;
 - Ablution area;
 - Toilets;
 - Reception area and office.
- First Floor
 - 3 x classrooms;
 - 3 x ladies rooms;
 - Office;
 - Small kitchen;
 - Boys and girls toilets.
- Second Floor
 - Storage area

- 3.3 The proposed development will continue to make use of the adjacent car park , reducing demand for on-street parking in the vicinity of the site.

- 3.4 It has been confirmed by the chairman of the facility that the existing operations at the site will continue (rather than be intensified). In order to understand the use of the site, both in terms of prayer within the mosque and use of the education centre, **Table 3.1** and **Table 3.2** set out their use. It should be noted that there is not intended to be any uplift in use of the site as a result of the proposed development. It should be noted that the number of attendees expressed in these tables should be considered as maximums and on average numbers would, in fact, be less than this.



Table 3.1: Usage of Mosque

Prayer Times (daily unless stated)	Existing Attendees	Proposed Attendees
Morning 07:00	10	10
Afternoon 13:00	10	10
Late Afternoon 14:30	5	5
Sunset	10	10
Night 19:30	10	10
Friday 13:00	150	150

(Source: Client)

Table 3.2: Usage of Education Centre

Class Times	Current		Proposed	
	Classes	Students	Classes	Students
Between 16:30-17:55	13	185	13	185
Between 18:05-19:30	11	140	11	140
19:30-20:30	1	11	1	11
Number of Staff on site across above times	13		13	

(Source: Client)

- 3.5 As can be seen above, the education element of the development operates at a different time to the peak prayer times and, therefore, it is not expected that there would be crossover between the two uses. With regard to the education centre, this is for children aged 4-16 who are not capable of driving to the site and, therefore, a large proportion of these walk from the local area or are dropped-off and picked-up by parents. It should be emphasised that this arrangement is already taking place and the proposals are only to make facilities better, rather than to increase the number of attendees.

PARKING

Car Parking

- 3.6 As set out above, the car park adjacent to the site, which benefits from conditional approval (18/92581), is included within the red line boundary of the site. This provides 23 spaces for users of the development, should it be marked out formally.
- 3.7 Kirklees Council doesn't have parking standards for this type of development, however, the KC consultation response suggests that previous guidance should be used as a starting point and that would require 1 space per 5 seats or per 25sqm for visitor spaces and 1 space per 3 staff. The KC response suggests that based on the proposed floor area of 975sqm, the off-



street parking requirements would be for 39 visitor spaces plus the required number of staff spaces, with 24 cycle spaces.

- 3.8 This floor area is based on the whole building, whereas based on the operational hours of the site, only the mosque or education elements would be used at any given time, rather than simultaneously. Therefore, based on the number of worshippers expected at Friday Prayer (150), the development should provide 30 parking spaces (1 space per 5 seats), rather than the aforementioned 39. With this in mind, subject to use of traffic marshals at peak times, the adjacent car park provides a level of car parking which is broadly in line with the expected parking standards. It is recognised that there is a shortfall of 7 spaces based on the standards, but these cars are already accommodated on-street, near to the site.
- 3.9 Furthermore, the site is an existing mosque and education centre and will not result in an uplift in users of the site. On-street parking will not be intensified as a result of the proposals.

SERVICING

General Servicing and Refuse Collection

- 3.10 It is expected that servicing will take place from Back Ravenshouse Road to the west of the site. Refuse collection operatives will be able to access the refuse store to the rear of the property, wheel bins to the vehicle and empty them. The gates to the refuse store will open inwards in order to avoid them obstructing any part of the adopted highway network.

Fire Appliance Access

- 3.11 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments)* Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles would continue to access the site from either Ravenshouse Road or Back Ravenshouse Road.



4. TRIP GENERATION

TRIP GENERATION

- 4.1 As set out previously, the proposed development is to replace an existing mosque and education centre, to provide a betterment to existing facilities, rather than to facilitate additional attendees for prayer or education.
- 4.2 The site is primarily used by local residents and, therefore, it is expected that a large proportion of trips are undertaken on foot. This was verified through on-site observations around the time of Friday Prayer on 8th December. The following was also noted during the site visit:
- The car park, in its present informal layout can accommodate 18 vehicles, without obstructing another car and it was fully occupied at the time of Friday prayer;
 - Parking does take place on Ravenshouse Road, to both sides of the carriageway, but two-way traffic flow is uninterrupted;
 - Vehicles were parked in the vicinity of the site, on Ravenshouse Road at 12:30 and were not associated with users of the site. Many houses had cars parked across driveways, with the driveway occupied by two vehicles;
 - The majority of persons attending prayer arrived on foot between 12:40 and 13:00, ahead of prayer taking place 13:00-14:00.
- 4.3 Typically, the impact of a proposed development should be assessed in the morning and evening peak hour. As set out in **Table 3.1** and **Table 3.2** the peak operational time for the mosque is on a Friday, between 12:45-14:00, accounting for worshippers arriving, attending prayer and departing again.
- 4.4 With regard to the education centre, it is expected that the peak time for children attending the site will be up to the first classes starting at 16:30, which is likely to coincide with the peak operational times of the local highway network. However, children attending the education centre are expected to reside in the local area and would, therefore, likely walk to the site.
- 4.5 Should children be brought by car, by a parent/guardian, they would continue to be dropped off at the kerbside in the vicinity of the site or within the car park adjacent to the site.



- 4.6 Given the above and that the proposal will not result in a material change to the number of persons attending the site, the impact on the local highway network is considered negligible.



5. SUMMARY & CONCLUSIONS

SUMMARY

5.1 TPS has prepared this Transport Statement to support a planning application for the demolition of an existing mosque and erection of a mosque and education centre, on land to the west of Ravenshouse Road, Dewsbury. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda, in particular it serves the local community which surrounds the site;
- An analysis of accident data suggests that there are no accident trends that might be exacerbated by the proposals and previous concerns raised by the Council in relation to reported collisions are unfounded, based on the accident data available;
- The site benefits from good connectivity with surrounding facilities, with opportunities for attendees from the local area to access the site on foot, by bike or public transport;
- The proposed development is to provide a betterment to existing facilities rather than facilitate additional users of the site and, therefore, there should be no discernible impact on the local highway network as there should not be an increase in trip generation;
- Car and cycle parking has been provided to meet the needs of the development and takes into account that it primarily serves the local community, who typically live within walking distance of the site;
- Refuse collection has been considered and will continue to take place from Back Ravenshouse Road.

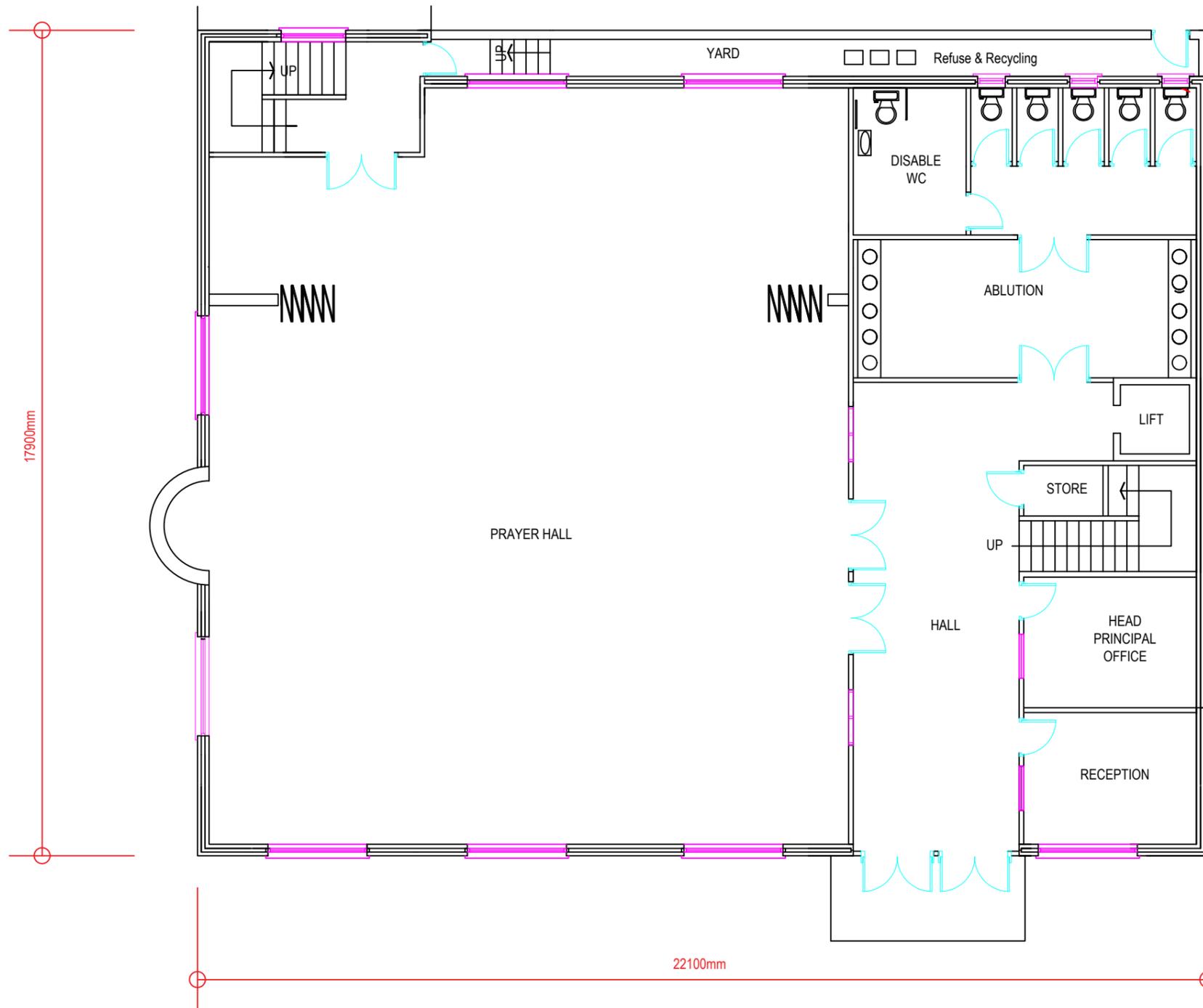
CONCLUSION

5.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Indicative Site Layout



FLOOR AREA OF DEVELOPMENT :

GROUND FLOOR	378.80 Sq.m
FIRST FLOOR	378.80 Sq.m
SECOND FLOOR	218.00 Sq.m
TOTAL FLOOR AREA	975.60 Sq.m

NOTES :

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These drawings must be read in conjunction with the Structural Engineers drawings & details, and with all other consultants, sub-contractor and specialists drawings & details.

All dimensions are in millimeters, unless stated otherwise.

All dimensions are must be checked on site, and any discrepancies verified to the Architect.

Contractors & sub-Contractors to only use specified site dimensions for manufacturer or construction purposes; any discrepancies to be brought to the Architects attention immediately.

Any discrepancies between the drawings, details and specification must be reported to the architect immediately before work is put in hand.

All works to be carried out in full accordance with current Building Regulation, BS and all Health & safety Regulations

REVISION DETAILS :

Planning Application	<input type="checkbox"/>
Building Regulations	<input type="checkbox"/>
Construction	<input type="checkbox"/>
Preliminary / For Approval	<input type="checkbox"/>
Revision Details :	<input type="checkbox"/>

Rev	Date	Revision Details	By

PROJECT :

MOHADDIS - E - AZAM EDUCATION CENTRE & MASJID - E - MADANI.
 225c RAVENSHOUSE RD
 DEWSBURY
 WF13 3QU

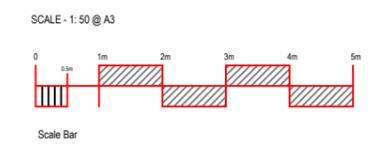
TITLE :

PROPOSED GROUND FLOOR

DWG NO : AIB / 01 REV :
 SCALE : DATE : JUN '23
 DRAWN : CHECKED :

ADJACENT COMMERCIAL SHOP

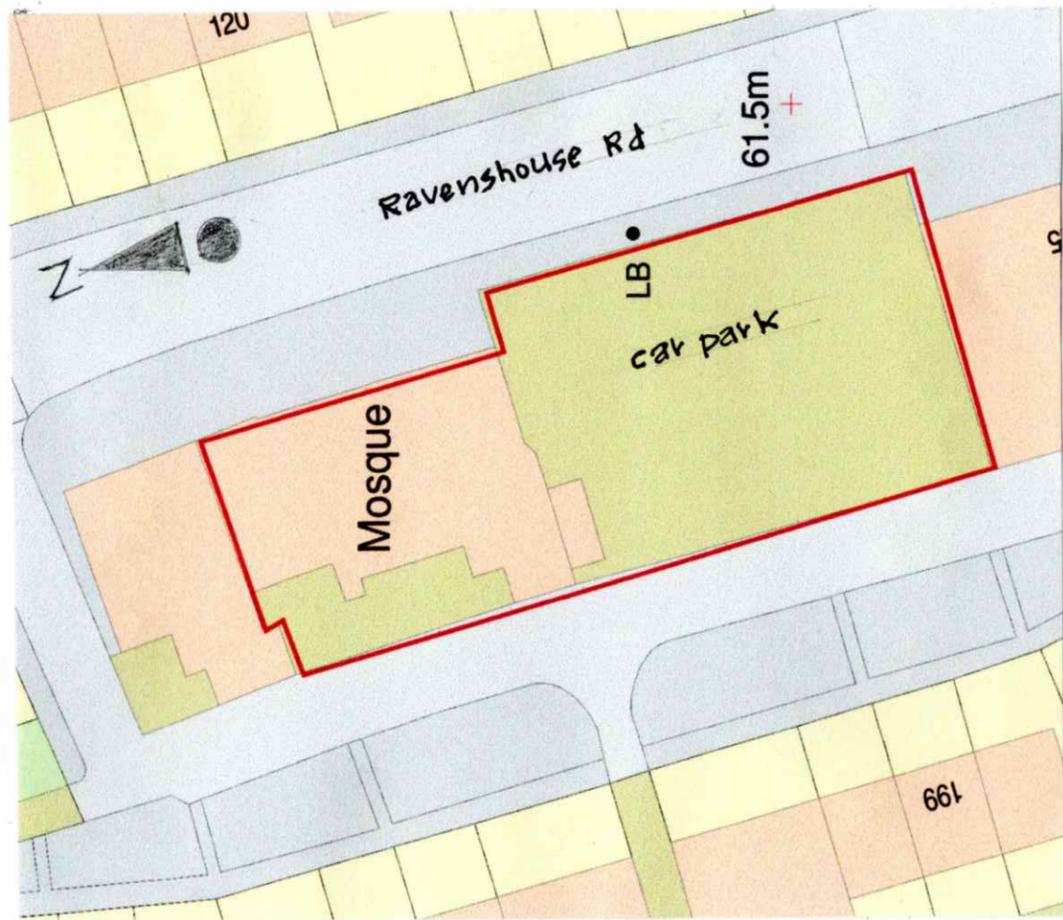
1 **PROPOSED GROUND FLOOR**



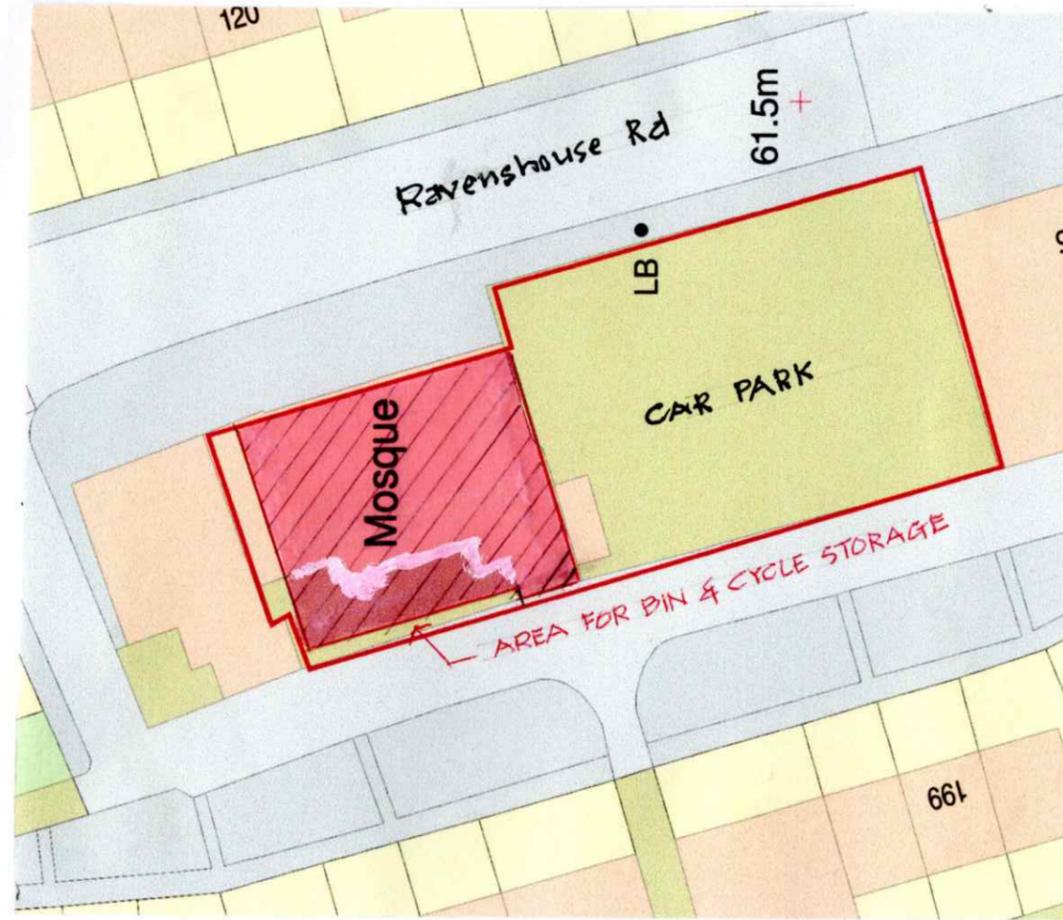
DESIGN & BUILD **N**

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1 BLOCK PLAN Existing 1:500



1 BLOCK PLAN Proposed 1:500



1 LOCATION PLAN 1:1250

SCALE - 1:50 @ A3



Scale Bar

NOTES:

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These drawings must be read in conjunction with the Structural Engineers drawings & details, and with all other consultants, sub-contractor and specialist's drawings & details.

All dimensions are in millimeters, unless stated otherwise.

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Any discrepancies between the drawings, details and specification must be reported to the architect immediately before work is put in hand.

All works to be carried out in full accordance with current Building Regulation, BS and all Health & safety Regulations

REVISION DETAILS:

- Planning Application
- Building Regulations
- Construction
- Preliminary / For Approval
- Revision Details:

Rev	Date	Revision Details	By

PROJECT:

MOHADDIS - E - AZAM EDUCATION CENTRE & MASJID - E - MADANI.
225c RAVENSHOUSE RD
DEWSBURY
WF13 3QU

TITLE:

LOCATION PLAN
BLOCK PLAN

DWG NO: AIB/08

REV:

SCALE:

DATE: JUN 23

DRAWN:

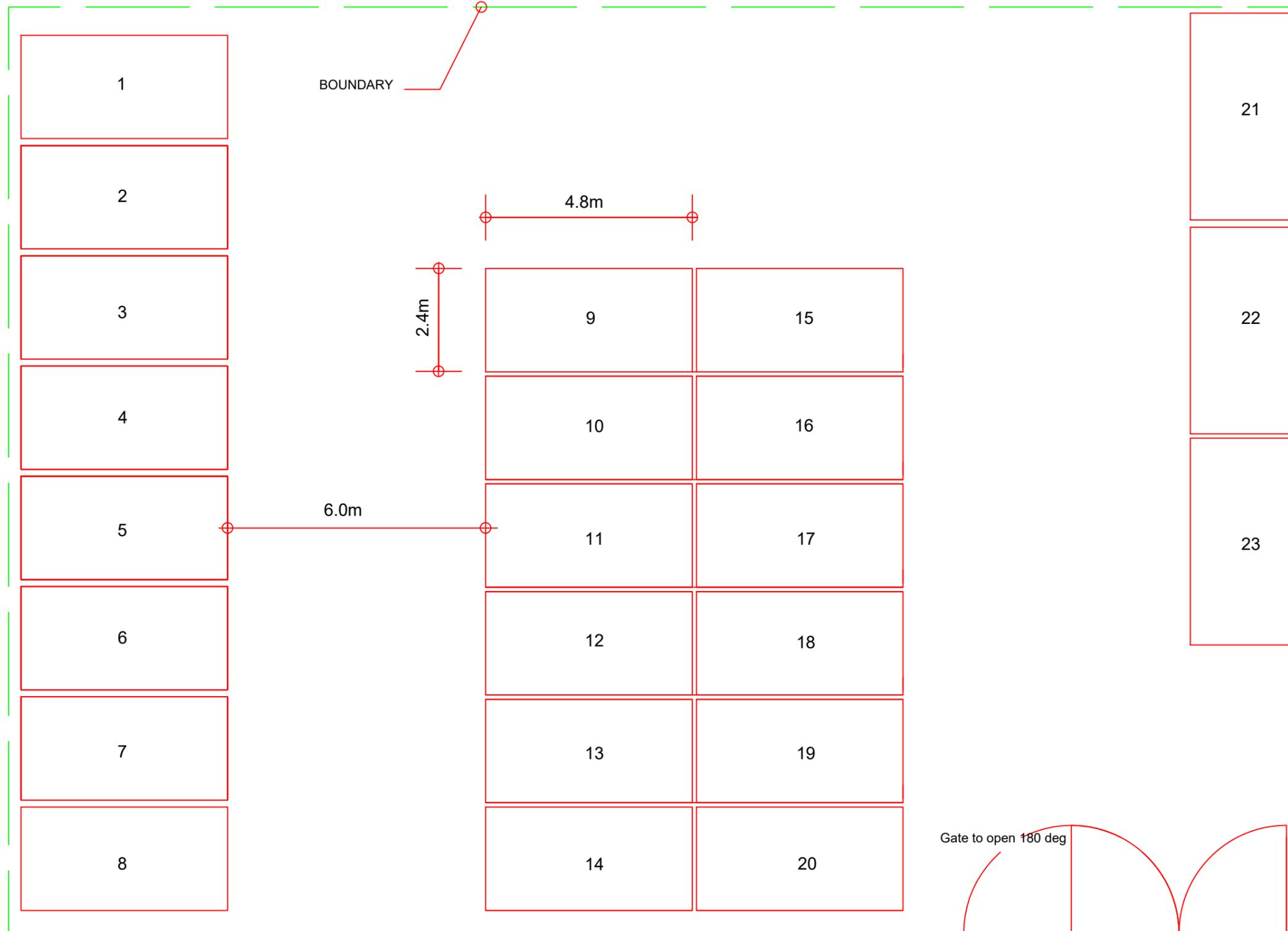
CHECKED:

DESIGN & BUILD **N**

33 SOUTHERN PARADE
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PR1 4NH

Tel : 01772 822985
Mob : 07801499779
Email : nazconstruction@yahoo.co.uk

RAVENSHOUSE ROAD



BOUNDARY

4.8m

2.4m

6.0m

Gate to open 180 deg

5.0m

Entrance to car park

RAVENSHOUSE ROAD

PROJECT :

CHANGE OF USE OF OPEN LAND TO
CAR PARK.

LAND ADJACENT TO MOSQUE
225c RAVENSHOUSE ROAD
DEWSBURY MOOR
WF13 3QU
DEWSBURY

TITLE :

PROPOSED LAYOUT

DWG
No: AIB / 01

REV :

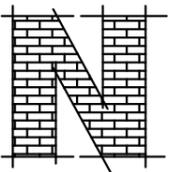
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DATE :
Sept 2021

DRAWN :

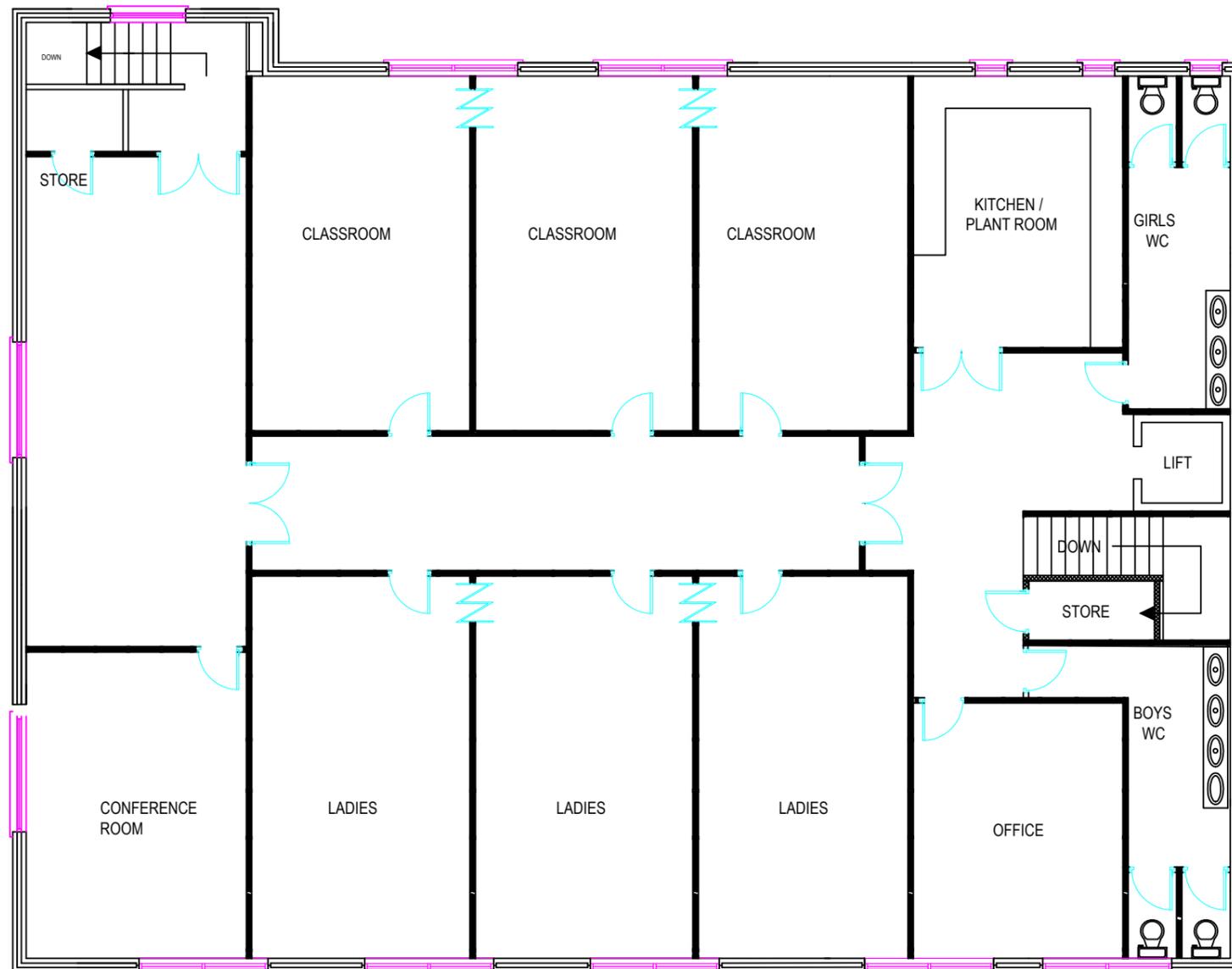
CHECKED :

**Design
& Build**

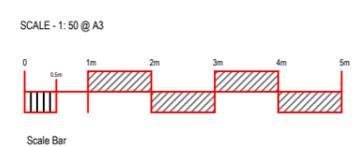
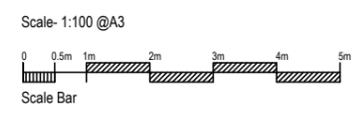


N A Z

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2 PROPOSED FIRST FLOOR



NOTES :

REVISION DETAILS :

Planning Application	<input checked="" type="checkbox"/>
Building Regulations	<input type="checkbox"/>
Construction	<input type="checkbox"/>
Preliminary / For Approval	<input type="checkbox"/>
Revision Details :	<input type="checkbox"/>

Rev	Date	Revision Details	By

PROJECT :

MOHADDIS - E - AZAM EDUCATION CENTRE & MASJID - E - MADANI.
 225c RAVENSHOUSE RD
 DEWSBURY
 WF13 3QU

TITLE :

PROPOSED FIRST FLOOR

DWG NO : AIB / 02 REV :

SCALE : DATE : JUN '23

DRAWN : CHECKED :

DESIGN & BUILD **N**

33 SOUTHERN PARADE
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 LANC'S
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Appendix B

Highways Consultation Response

**Consultation Response from KC,
Highways Development Management**

**2023/91715 Mohaddis E Azam Education Centre And Masjid E Madani, 225C, Ravenshouse
Road, Dewsbury Moor, Dewsbury, WF13 3QU**

Demolition of existing mosque and erection of mosque and education centre

Date Responded: 11/09/23

Responding Officer: CNB

Responding Ref: K14-5SE/4

This application is for the demolition of an existing mosque and the erection of a replacement mosque and education centre with parking and an access on to Ravenshouse Road, a 30mph, two-way, single carriageway, unclassified, distributor road of approximately 9m width with a hatched central reserve to protect right turn lanes, a pedestrian refuge, footways on both sides and street lighting present. It hosts a medium frequency bus route with stops within 130m of the proposal site. To the north of the proposal site the main road turns in to Low Road while the narrow estate road to the rear of the site takes up the name Ravenshouse Road. This Back Ravenshouse Road is a narrow (4.75m to 5.5m) estate road that serves a small number of residential properties. There have been several recorded complaints regarding car parking, obstruction and more severe highway safety issues in the area related to the proposal site including manoeuvring vehicle collisions with pedestrians and other vehicles. There has also been repeated abuse of the existing TRO markings around the site and on footway parking.

The site benefits from previous permissions for demolition and alterations and for a community centre, however in most cases a highways objection was raised based on parking and road safety issues caused by the existing development being intensified by the proposals.

Since the previous approvals, the car parking area on Ravenshouse Road has been granted conditional planning permission (18/92581) and has now been included within the current planning application and will provide 23 spaces. Previously the car park contained portable cabins used as teaching areas and it is noted that these are not shown on the proposed layout drawing (AIB/01 dated Sept 2021) and so it is expected that they will be removed prior to any commencement of work at the site to allow the car park to be used by contractors vehicles. During operation of the proposals the car park should be used exclusively for the parking of vehicles and not for storage or any other reason.

The submitted Planning Statement claims (in section 1.3) that the proposals are to improve facilities and would not lead to an increase in worshippers and this may be the case for the ground floor of the proposals although it is noted that section 4.4 indicates that the size of the Mehrab has been increased and thus may be able to take additional worshippers. However, the upper floors provide for an educational establishment and no details of this use has been provided and we would consider that this aspect of the proposals could cause an increase in trip generation and associated parking demand.

No trip generation details were provided with the application, and these would have needed to take account of both the educational use and the operation of the mosque at prayer times, when the highest trip generation and thus parking demand would occur. Details on staffing levels and numbers of students and operational times for the education aspect of the proposals would be required along with estimates of the numbers of worshippers at peak prayer times (this should be based on observations of the current use).

Without this information we cannot assess the impacts of the proposals on the immediate highway network or if the proposed parking provision would match demand to alleviate all the recorded issues concerning on-street parking and obstruction, and as such we would have to assume that the proposals would still cause the same parking and highway safety issues.

As stated in the previous HDM responses, the main concern is parking in the area. The limited on-street parking is in demand from existing residents, users of the existing mosque, local businesses and the existing convenience store. As previously mentioned, the Kirklees highway safety team have records of a considerable number of complaints relating to parking in the area based on obstruction of access and footways and visibility splays from accesses and junctions.

No parking demand details were provided with the application, Kirklees doesn't have parking standards for this type of development proposal, however previous guidance should be used as a starting point if no other observed information can be provided, and that would require 1 space per 5 seats or per 25sqm for visitor spaces plus 1 space per 3 staff and 1 cycle space per 40sqm. Based on the total area being 975sqm as indicated on drawing AIB/01 Proposed Ground Floor (Jun 23), the off-street parking requirements would be for 39 visitor spaces plus the required number of staff spaces with 24 cycle spaces. These are based on superseded standards but should be used as a starting point with suitable evidence to explain any reduction in parking provision.

The proposed car park is set out in drawing No AIB/01 Proposed Layout (Sept 2021) and shows a single access with 23 parking spaces, however paragraph 4.6 of the submitted planning statement suggests that there are spaces for 26 cars with two disabled spaces and this is not what is shown on the parking layout drawing. The parking spaces scale to approximately 2.4m x 4.8m with a 6m headway between spaces 1 to 20 to allow cars to manoeuvre safely. Spaces 21 to 23 are tandem against the edge of the car park and don't allow for independent access, ie space 23 would block in the other two spaces and space 22 would block in space 21. This may be suitable for staff parking or use at prayer times if the car park is managed and attendants can stack the cars, this process has been observed in use at other similar land uses, but this would require the use of marshals to control the parking.

However, no information has been provided with the application relating to car parking management and so we must assume that the total capacity will remain at 23 spaces, and this would fall short of the initial starting point requirements.

Drawing No AIB/01 Proposed Layout (Sept 2021) shows the car park with a single access over a dropped kerb crossing. The site, as constructed, has two gates and two dropped kerb crossings on to Ravenshouse Road and a single vehicle and separate pedestrian access on to the Back Ravenshouse Road. To comply with the proposal drawing we would like to see the second gated access on Ravenshouse Road (to the south) removed and the redundant dropped kerb crossing reinstated to a full kerb with the "H-bar" marking removed, and the vehicular access on to Back Ravenshouse Road removing. These changes should be clearly marked on a drawing and should be conditioned for highway safety reasons if you are minded for approval, and the works done within a s184 legal agreement with the council, with an appropriate footnote included, wording can be provided if required.

Due to the parking issues existing at the site we would also wish to see a construction access management plan submitted to provide details of the routes used to access the site, the types of vehicles expected to access the site, the location of off-street parking for contractors vehicles and deliveries, the location of materials storage and site welfare facilities and the use of traffic management and use of a banksman for larger deliveries that cannot turn on site. There should also be details of wheel washing facilities to avoid mud and debris from being dragged on to the highway for road safety reasons. This should cover both the demolition and construction phases and should be conditioned if you are minded for approval and wording can be provided.

Waste Storage and collection is to be from a small yard to the rear of the site, this yard is approximately 0.95m wide and may struggle to fit the appropriate number of waste bins for the site. This should be based on Kirklees Waste Strategy team guidance. The bins are also stored behind a gate and so this may not be a suitable location for collection as it may not be accessible to the collection crew. We would not wish to see bins left on the adopted highway or footway as they can cause an obstruction and highway

safety concern.

Due to the lack of trip generation and parking demand information, the shortage of car parking for the size of the proposals and the severe level of existing issues relating to parking and highway safety generated by the existing use, we cannot, again, support the proposals and wish to object on highways and highway safety grounds.