



Masjid Noor and Education Centre, Lees Hall Road, Dewsbury

Highway Statement

March 2024

Project number 2288

Paragon Highways
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Estate

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Quality Management

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Highway Statement in relation to proposed improvements to the Masjid Noor & Education Centre on Lees Hall Road, Dewsbury, in the district of Kirklees.

1.2 The site location can be found below at Figure 1.1.

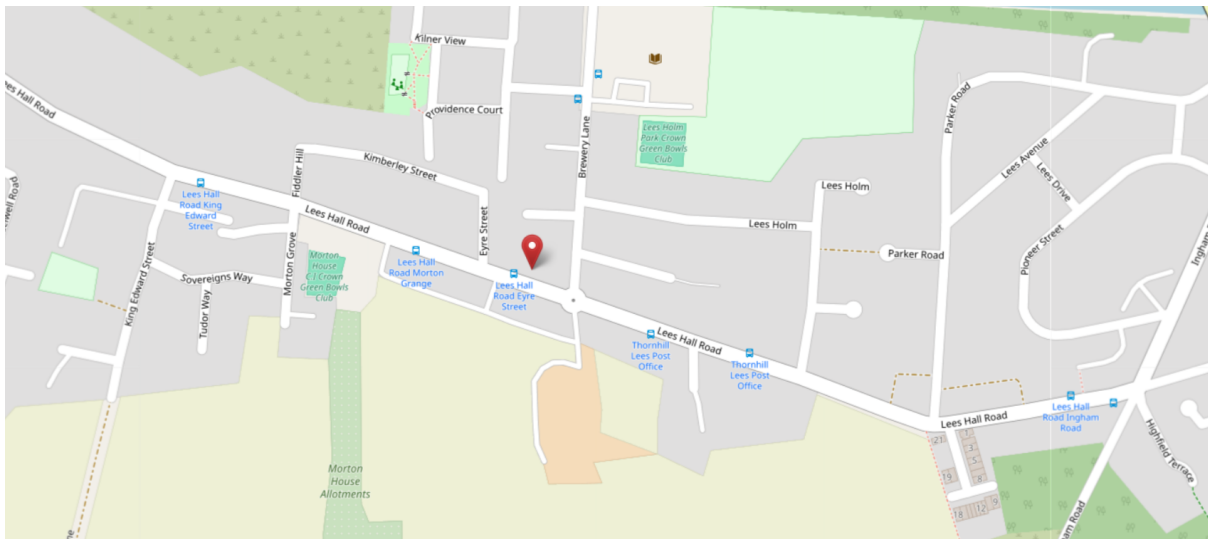


Figure 1.1 Site Location Plan

1.3 The development proposals, which can be found at Appendix A, comprise of reconfiguring the existing layout to improve the facilities with no increase in staff or visitors. The site will be served via the existing arrangements off Lees Hall Road.

1.4 This Highway Statement demonstrates that:

- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
- Efficient and suitable access to the site can be established from Lees Hall Road; and
- The trip generation of the proposals will not result in a significant residual impact on the local transport networks.

1.5 The purpose of this Highway Statement is to bolster the proposed application. Following this introduction, the Highway Statement is organised into the following sections:

2.0 Existing Situation – examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety network.

3.0 Development Proposals – outlines the development proposals and provides information pertaining to the site's proposed access routes.

4.0 Traffic Impact – conducts an analysis of the potential influence of the development on local traffic patterns.

5.0 Conclusion – contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Site Description

- 2.1 The proposed development is situated approximately 2.29km to the south of Dewsbury town centre and 8.95km to the west of Wakefield city centre. It is located within the administrative boundary of Kirklees Council.
- 2.2 The application site is situated within the Thornhill Lees area of Dewsbury close to medium density residential areas.
- 2.3 The site is bounded by Lees Hall Road to the south, residential properties off Eyre Street to the west, residential and commercial properties to the east, and residential properties off Providence Court to the north.
- 2.4 Presently the site operates as a place of worship and education centre with the main building situated on the north section of the site. The ground floor area is 340sqm and the first floor area is 124sqm. There is also a small store located on the east side of the site.
- 2.5 The main pedestrian access to the building is at the front on the south elevation, with the vehicular access located to the far south side of the site located centrally along the site frontage with Leeds Hall Road. The site access is around 7m in width and contains a sliding gate. The access consists of a dropped vehicular crossing.



Existing Site Access

- 2.6 The access leads to an existing car park providing around 21 parking spaces and consists of a mix of bituminous and compacted stone.

Local Highway Network

- 2.7 Lees Hall Road is approximately 1.9km in length, commencing at a slip road type arrangement off the B6117 Slaithwaite Road in the southeast and travelling in a north-westerly direction before culminating at an industrial estate. To the site's eastern boundary, Lees Hall Road forms a junction with Brewery Lane to the north via a mini roundabout junction. Lees Hall Road is predominantly residential within the vicinity of the site, providing access to other residential and commercial streets it is subject to moderate traffic volumes during the network peak hours.
- 2.8 Along the site frontage, Lees Hall Lane is a two-way single carriageway road which is in fair condition and is considered to be suitable for its day to day uses. The road is subject to a 30mph speed limit, featuring a kerb-to-kerb width of approximately 5.79 metres. Alongside the carriageway, footways range from 1.40 metres to 1.68 metres in width to both sides to accommodate pedestrian movement. The road contains street lighting to a suitable standard and does not contain any Traffic Regulation Orders within the vicinity of the site.
- 2.9 The proposed development site is located approximately 976.6 metres to the west of the B6117 Slaithwaite Road which links Heckmondwike in the northwest with Midgley in the south via Thornhill and Netherton, providing connections to the A62, A651, A638, A644, A642, A637 and B6409. The B6117 can also be reached using Brewery Lane to the east, providing part of the most direct route to the A644.
- 2.10 Brewery Lane is a two way single carriageway road with footways provide to both sides. Both the carriageway and footways appear to be suitable for their day to day use in terms of layout and width. The road is subject to a 30mph speed limit and contains street lighting to an appropriate standard. There is a pedestrian refuge island situated adjacent to its junction with Leeds Hall Road. Brewery Lane provides access to a mix of residential and commercial properties along with other streets and access roads. It is therefore subject to moderate traffic volumes throughout the day.

Walking and Cycling

- 2.11 Facilities for pedestrians and cyclists within the vicinity of the development site include existing footways, street lighting and dropped crossings at regular intervals. Lees Hall Lane also has links to footpath no. DEW/17/10 and bridleway no. DEW/21/20 as can be seen at Figure 2.1 below.

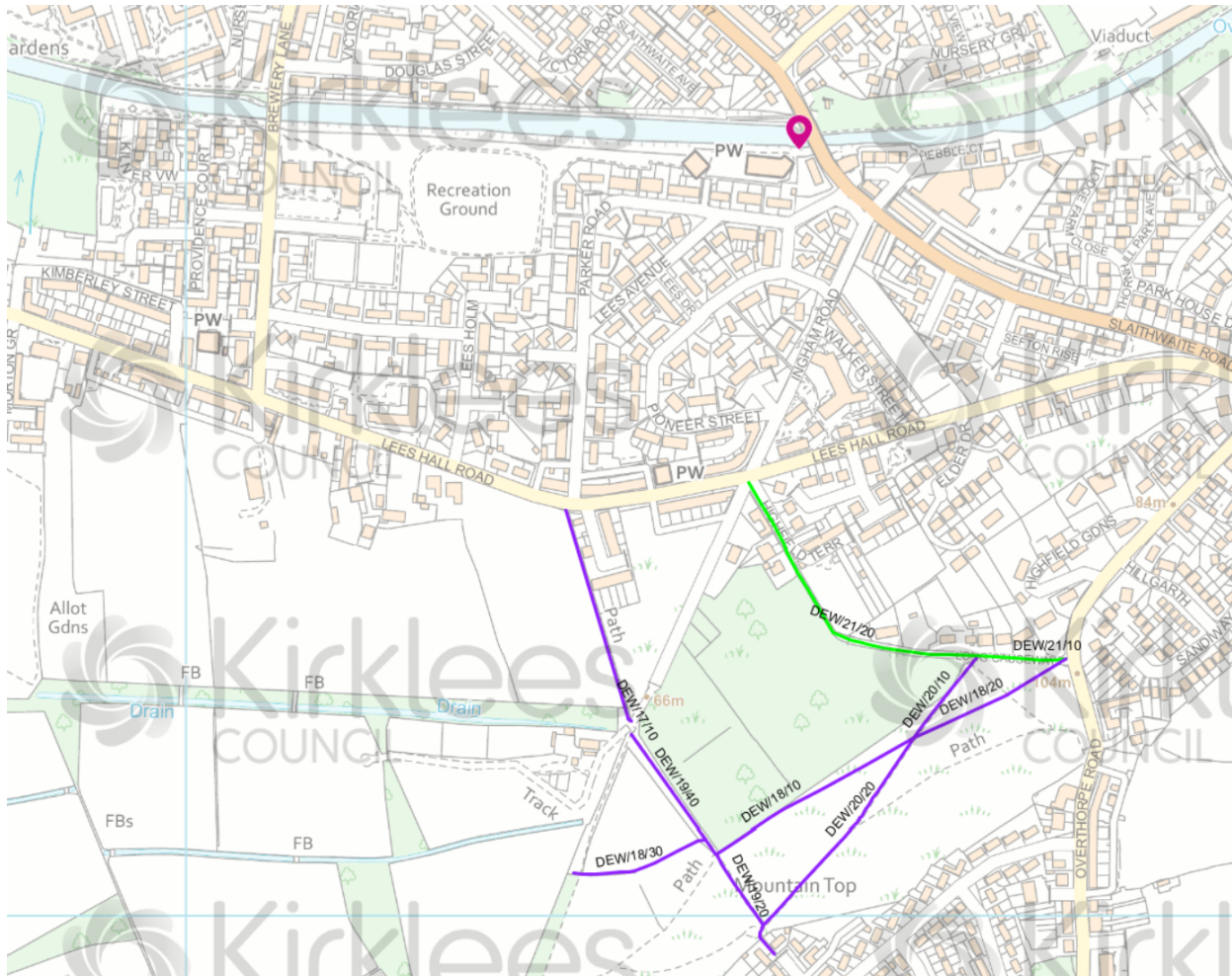


Figure 2.1 PROw Map

- 2.12 The pedestrian isochrone can be found at Figure 2.2 below and is formulated on a maximum travel duration of 20 minutes.

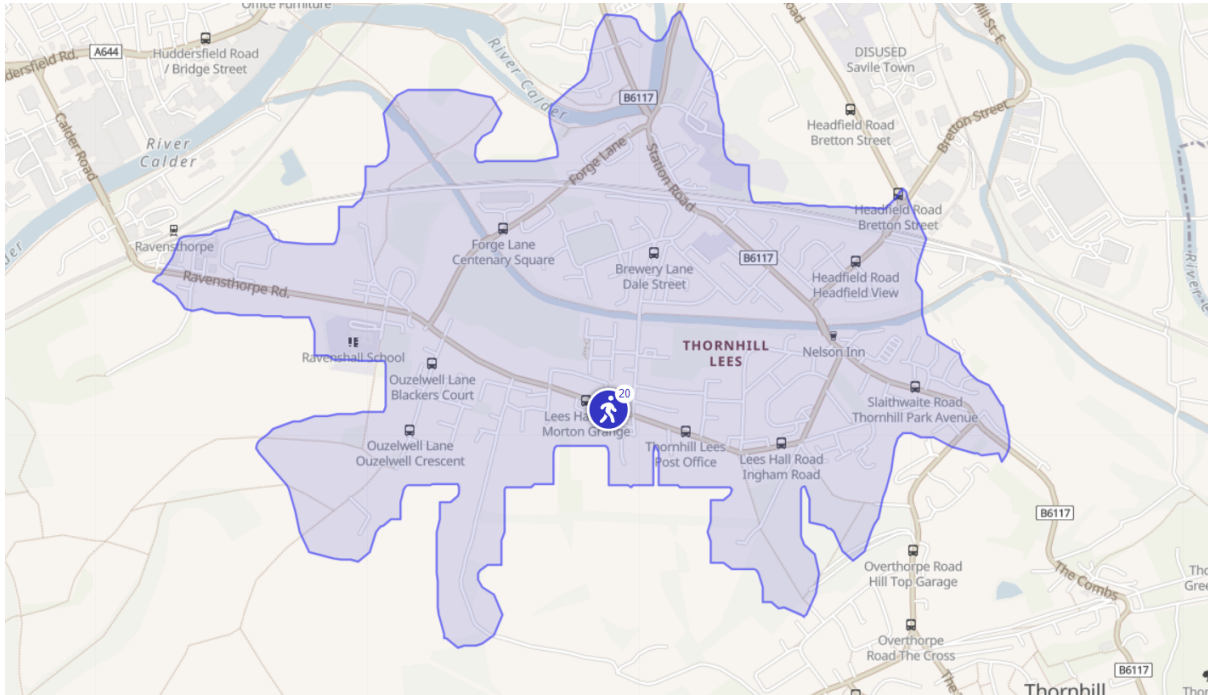


Figure 2.2 Pedestrian Isochrone

- 2.13 This isochrone demonstrates that the entirety of Thornhill Lees can be reached within short walking distance of the proposed development site. This catchment also includes useful services and facilities such as a Post Office, newsagents, hot food takeaway and a pharmacy, as well as a multitude of independent shops and businesses.
- 2.14 The cycling isochrone can also be found below and is formulated on a maximum travel distance of 20 minutes. As can be seen, the settlements of Dewsbury Moor, Batley Carr, Hanging Heaton, Crackenedge, Eastborough, Dewsbury town centre, Chickenley, Earlsheaton, Savile Town, Thornhill, Overthorpe, Thornhill Edge, Horbury Bridge, Middlestown, Ravensthorpe, Mirfield, Lower Hotpon, Battleyford and Northorpe can be reached by a short bicycle ride from the proposed development site.

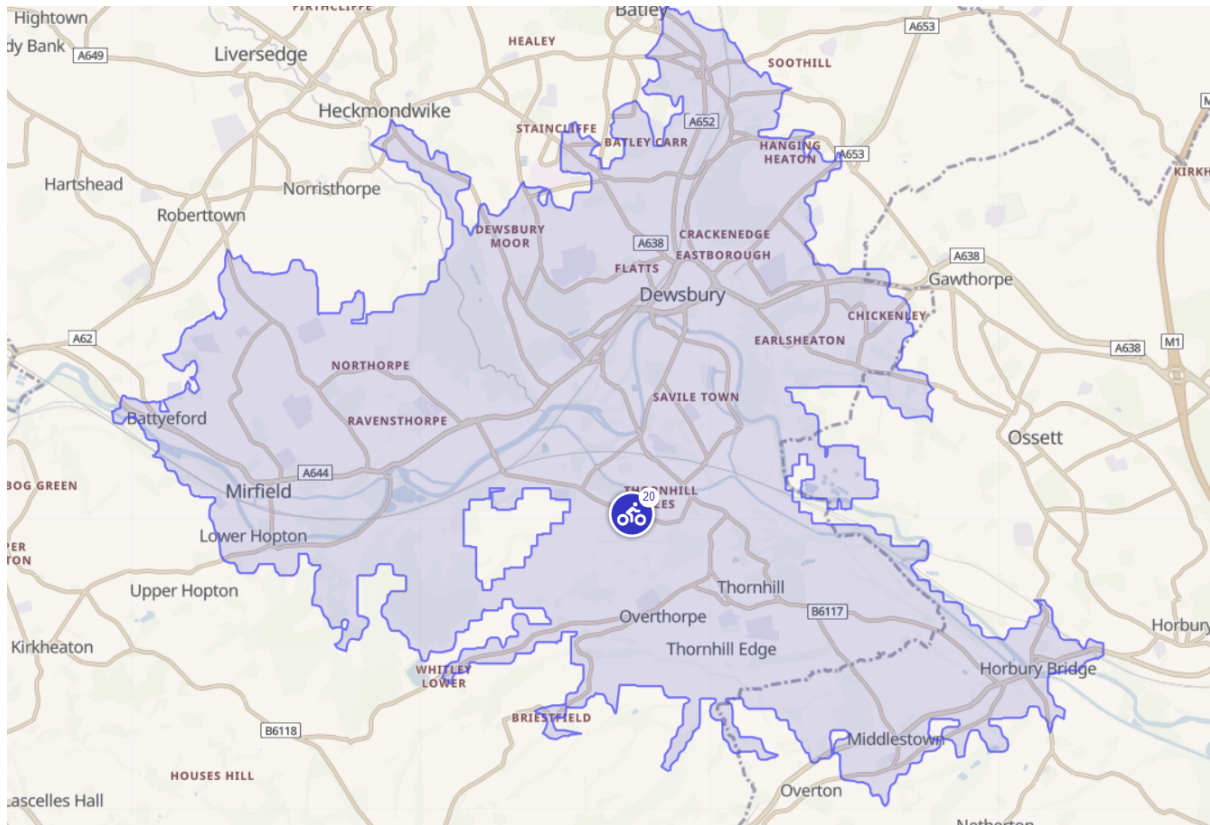


Figure 2.3 Cyclist Isochrone

Public Transport

- 2.15 The application site is conveniently situated with respect to public transport. The nearest bus stop known as Thornhill Lees Lee Hall Road Eyre Street is located immediately to the site frontage and provides services travelling in an easterly direction. A further bus stop known as Thornhill Lees, Lees Hall Road, Morton Grange provides services travelling in a westerly direction. Both local fare stages have the benefit of flagpoles and timetable cases.
- 2.16 Further details regarding the services available from these local fare stages can be found in the table below.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
230 / 230A	Dewsbury – Grange Moor	60 mins	60 mins	N/A	Arriva Yorkshire
AL4	Slaithwaite Road – St John Fisher Academy	School service only	N/A	N/A	A Lyles and Son

Figure 2.4 Bus Services

- 2.17 The services also provide links to locales such as Thornhill, Dewsbury and Grange Moor, as well as Dewsbury bus station and Westborough High School.
- 2.18 Ravensthorpe railway station is situated approximately 1.28km to the west of the proposed development site, well within both walking and cycling distance, and serves the Leeds to Manchester Victoria via Bradford Interchange/Brighouse and Manchester to Blackburn line. The station also has the benefit of 10no. cycle storage stands which are covered by CCTV and located on the platform.

Road Traffic Accidents

- 2.19 The personal injury data for the previous 5-year period, ending December 2022, has been sourced from Crashmap. This data encompasses incidents that occurred along Lees Hall Road within 100 metres of either side of the site access.



Figure 2.5 Crashmap Search Area

- 2.20 As can be seen from the above, there have been no recorded injury accidents within the vicinity of the proposed development site, which does not suggest any inherent road safety issues in the area.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the reconstruction of the existing Masjid Noor and Education Centre to provide improved facilities for the local community with no intensification in terms of staff numbers of visitor numbers.
- 3.2 The Masjid Noor and Education Centre provides religious services and teachings to the local community. The centre provides opportunity for regular prayer sessions five times per day for people that reside in the local area.
- 3.3 The centre also offers classes with around 50no. students and 5no. teachers attend classes Monday to Friday between the hours of 5pm and 7pm. There is no increase as a result of the development in terms of visitors and staff.
- 3.4 The main focus of the development is to improve existing facilities at the site so that visitor and students have an improved experience when visiting the site. The proposals include a ground floor extension totalling 59sqm and a first floor extension totalling 64sqm. The total floor area will therefore increase from 464sqm to 587sqm (a 123sqm increase). The extensions include a library, small ancillary office, small canteen and kitchen and ablutions on the ground floor, and four classrooms and ablutions on the first floor. The first floor also includes an extension to the female prayer hall.
- 3.5 The proposed development plans can be viewed at Appendix A.

Access and Parking Provision

- 3.6 The site will be accessed via the existing arrangements off Lees Hall Road to the south.
- 3.7 Adequate car parking already exists to the southern section of the proposed development site in form of 21no. spaces which include spaces reserved for disabled visitors.
- 3.8 Most attendees make their journeys to and from the site on foot as they live locally. As such, the existing parking arrangements have been deemed adequate.

Pedestrian and Cycle Provision

- 3.9 Pedestrian access will be delivered by existing arrangements via the established footway network served off Lees Hall Road.
- 3.10 Secure and sheltered cycle storage facilities will be provided towards the eastern boundary of the site. The type of cycle parking facilities will be agreed with the LPA.

Servicing

- 3.11 The site will be serviced as per the existing arrangements.

4.0 Traffic Impact

Existing Traffic

- 4.1 The existing building has a floor area of 464sqm. To estimate the vehicle trips associated with the current building it has been necessary to interrogate the national TRICS database.
- 4.2 The table below provides the trip rates and generations of the existing building during the network peak hours (morning peak between 8am and 9am and evening peak between 5pm and 6pm). The TRICS data is based on places of worship.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.534	0.167	0.701	0.634	0.400	1.034
Traffic Generations	2.478	0.775	3.253	2.942	1.856	4.798

Figure 5.1 Existing Trip Rates and Traffic Generations

- 4.3 As can be seen from the data above, the existing use would generate up to 5 trips during the network peak hours.
- 4.4 It is acknowledged that the network peak hours are not necessarily the busiest period for the centre, and that Friday afternoon prayer sessions are the busiest with between 50 and 70 people attending the centre during these times. The majority of people attending the prayer sessions are local and generally walk to the site. It is therefore considered that the current traffic and parking demands at the site can be accommodated using the existing access and parking area.
- 4.5 The site provides education facilities with 50 students attending the classes between 5pm and 7pm. There are 5 staff members for the classes. The student generally live within walking distance with the occasional drop off and pick up by car along with staff members travelling to and from the site before and after the classes. The site access and parking area can easily accommodate the staff parking and any drop off/ pick-up movements associated with the classes.

Proposed Traffic

- 4.6 The proposals include extending the building to create a total floor area of 587sqm. Using the trip rates above the table below provides the proposed generations during the network peak periods (morning peak between 8am to 9am and evening peak between 5pm and 6pm).

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.534	0.167	0.701	0.634	0.400	1.034
Traffic Generations	3.135	0.980	4.115	3.722	2.348	6.070

Figure 5.2 Proposed Trip Rates and Traffic Generations

- 4.7 As can be seen above the proposed extension to the building would result in an increase traffic generation of 1 trip during the network peak hours (generating up to 6 trips). This increase would not be noticeable from the daily fluctuations of flows on the adjacent network or within the site.
- 4.8 The development would merely improve facilities for existing staff and visitors and would not result in any intensification of use of the site access or parking areas. The site would continue to accommodate around 50 students and 5 staff members during the evening classes, and between 50 and 70 visitors during the busiest Friday afternoon prayer sessions.
- 4.9 It is considered that any increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the nearby highway network. The development proposes a suitable level of on site parking having regard to likely demands associated with the proposed development and that this should not differ from the existing parking and traffic demands at the site. Therefore, the level of traffic generated by the proposals and likely parking demands will have no material impact on the safe operation of the highway and will not significantly add to any congestion at the peak times on the local network.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 5.2 The development proposals comprise of the reconstruction of the current Masjid Noor and Education Centre to provide improved facilities for the local community. The development will continue to benefit from the current parking and access arrangements.
- 5.3 It is considered that the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and as such will not significantly add to any congestion at peak times on the local highway network.
- 5.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Proposed Development Plans



INDICATIVE PLAN FOR DESIGN CONSIDERATION
PURPOSES ONLY, SUBJECT TO APPROVALS, DETAILED
DESIGN AND STRUCTURAL CALCULATIONS.
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PROJECT:
EXTENSIONS AND ALTERATIONS

ADDRESS:
MASJID NOOR & EDUCATION CENTRE
LEES HALL RD, DEWSBURY WF12 9HF

DRG:
PROPOSED SITE PLAN

STATUS:
PLANNING APPLICATION
subject to approval

DATE: 22.02.2024
SCALE: 1:200
SIZE: A1

DRAWN: AHD
CHECKED: ANK
DRG NO: 23.2738.09A

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Appendix B

TRICS Output

Calculation Reference: AUDIT-742101-240325-0331

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 325 to 1150 (units: sqm)
 Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 07/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday 1 days
 Sunday 4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3
 Built-Up Zone 1
 High Street 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

F1(f) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-07-T-01 WELLS ROAD BRISTOL HENGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1150 sqm Survey date: SUNDAY 20/09/15	MORMON CHURCH	BRISTOL CITY	Survey Type: MANUAL
2	CA-07-T-02 HIGH STREET CAMBOURNE Edge of Town Centre High Street Total Gross floor area: 360 sqm Survey date: THURSDAY 07/06/18	CATHOLIC CHURCH	CAMBRIDGESHIRE	Survey Type: MANUAL
3	TW-07-T-02 GRANGE TERRACE SUNDERLAND Edge of Town Centre Built-Up Zone Total Gross floor area: 463 sqm Survey date: SUNDAY 09/04/17	CHURCH	TYNE & WEAR	Survey Type: MANUAL
4	TW-07-T-03 STATION ROAD NEWCASTLE UPON TYNE LONGBENTON Edge of Town Residential Zone Total Gross floor area: 700 sqm Survey date: SUNDAY 12/06/16	CHURCH	TYNE & WEAR	Survey Type: MANUAL
5	WM-07-T-01 HAZELWELL ROAD BIRMINGHAM Edge of Town Centre Residential Zone Total Gross floor area: 325 sqm Survey date: SUNDAY 08/11/15	JEHOVAH'S WITNESSES	WEST MIDLANDS	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	462	0.325	4	462	0.000	4	462	0.325
08:00 - 09:00	5	600	0.534	5	600	0.167	5	600	0.701
09:00 - 10:00	5	600	3.369	5	600	0.734	5	600	4.103
10:00 - 11:00	5	600	1.468	5	600	0.534	5	600	2.002
11:00 - 12:00	5	600	0.467	5	600	2.235	5	600	2.702
12:00 - 13:00	5	600	1.001	5	600	1.868	5	600	2.869
13:00 - 14:00	5	600	0.467	5	600	0.700	5	600	1.167
14:00 - 15:00	5	600	0.233	5	600	0.567	5	600	0.800
15:00 - 16:00	5	600	0.367	5	600	1.001	5	600	1.368
16:00 - 17:00	5	600	0.600	5	600	0.667	5	600	1.267
17:00 - 18:00	5	600	0.634	5	600	0.400	5	600	1.034
18:00 - 19:00	5	600	0.133	5	600	0.067	5	600	0.200
19:00 - 20:00	4	668	0.337	4	668	0.711	4	668	1.048
20:00 - 21:00	2	412	0.000	2	412	0.608	2	412	0.608
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.935			10.259			20.194

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

325 - 1150 (units: sqm)

Survey date range:

01/01/15 - 07/06/18

Number of weekdays (Monday-Friday):

1

Number of Saturdays:

0

Number of Sundays:

4

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.