

MASJID QUBA

Planning, Design & Access Statement



This report has been prepared by Hasan Dadibhai (BA Hons, PG Dip, ARB RIBA), and Haris Kasuji (BA, MA, MRTPI) in collaboration with Healey Islamic Trust.

The report is in relation to a proposal for the partial demolition of industrial/commercial buildings, part change of use to F1/F2 community uses, and the construction of new Mosque and Madrasa at Masjid Quba, Healey Mills, Healey, Batley WF17 7SH

The report outlines the planning, design, and access considerations of the development, in the context of local and national planning policy.

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ABOVE- Aerial Satellite Image

1. INTRODUCTION

Healey Islamic Trust

Healey is an area with a large, young, growing Muslim community. There are over 400 Muslim households in the area. The Healey Mills and Car Wash Complex was purchased by a group of local residents in 2016, and partially converted to a Masjid (mosque) and Madrasa (Supplementary school) in 2018, and is operated as 'Masjid Quba' by Healey Islamic Trust (HIT). Evening classes for children aged 5-14 take place Monday to Friday, as well as daily worship services for the wider Healey community.

The site as a whole comprises the Masjid and Madrasa as well as a number of commercial units including metal fabricators, manufacturers, t-shirt printers, car parts retailers, and a number of storage units. HIT seeks to upgrade and regenerate the site with a purpose built community facility that provides for the religious, educational, and social needs of the community. They have mobilised a team of specialists to deliver new plans for a facility that will sustainably meet the current and future needs of the community. This includes a new landmark Masjid/Madrasa building alongside a rejuvenated community space, that will enhance the appearance of the streetscene.

The Application Site

The application site is located approximately 1 kilometre west of Batley town centre in the predominantly residential area of Healey. The application site comprises part of the Healey Mills Complex, a group of traditional brick buildings containing a number of industrial units, located on the southern side of Healey Lane (B6123). Planning permission 2015/62/91865/E for Change of use from B1 / A1 commercial unit to D1 & D2 prayer room and religious education centre and formation of car park was approved on 14 December 2015 and has been implemented.

The existing Masjid Quba buildings occupy the western section of the site. The commercial units occupy the central area of the site and the 26 space car park which forms part of Masjid Quba occupies the eastern portion of the site. The total site area is 3,045 square metres.

There are two vehicular accesses to the site, one provides vehicular access to the commercial units and the second vehicular access provides access to the car park. A third access to the car park is closed.

Vehicular access to the commercial units is currently taken via a priority junction with Healey Lane on the northern boundary of the site, some 40 metres to the east of the western boundary of the site. Visibility from this access onto Healey Lane is poor.

The Mosque car park access is located at the eastern boundary of the site. Another access has been closed by a metal gate. Users of Masjid Quba who park within the car park have to walk along the southern footway of Healey Lane to access Masjid Quba.

Buildings on the site include an existing prayer room and education centre (occupied by the Healey Islamic Trust), and a number industrial and commercial units. The existing Masjid Quba has 150 worshippers and 60 pupils.

The mosque and education centre has been well received by the community since its inception. However the current provision does not meet the existing demand for both worshippers and students. The proposed scheme, will offer a more suited, fit-for-purpose, energy efficient, and enjoyable environment within a landmark site that will significantly enhance the character and appearance of the area.



RIGHT- Location Plan (NTS)

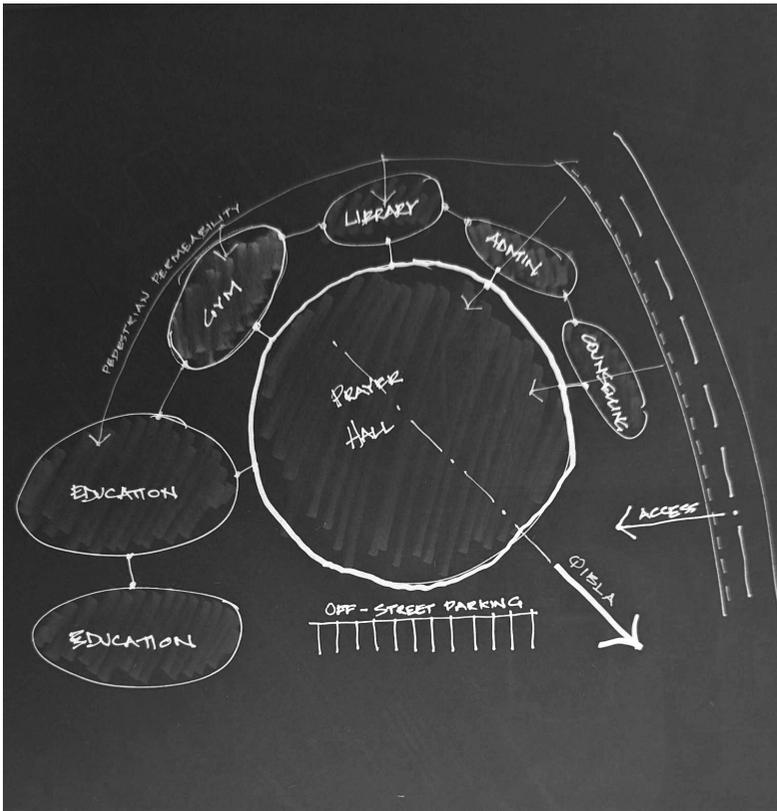
2. BRIEF

Client Brief / Building Uses

Healey Islamic Trust has been operating a Mosque and Madrasa from the first floor of Healey Mills since 2018, with industrial uses below and around other parts of the site. During this period, the wider educational and health needs of the community have evolved, compelling the management committee to reassess the existing provision of services and develop a Client Brief to include:

1. A Landmark Mosque design
2. Increased and improved parking
3. Improved traffic flow
4. Improved pedestrian access
5. Increase and enhancement to learning space
6. Counselling facilities
7. Administrative facilities
8. Assembly hall
9. Gym facilities
10. Library

LEFT 1 - Project brief schematic sketch



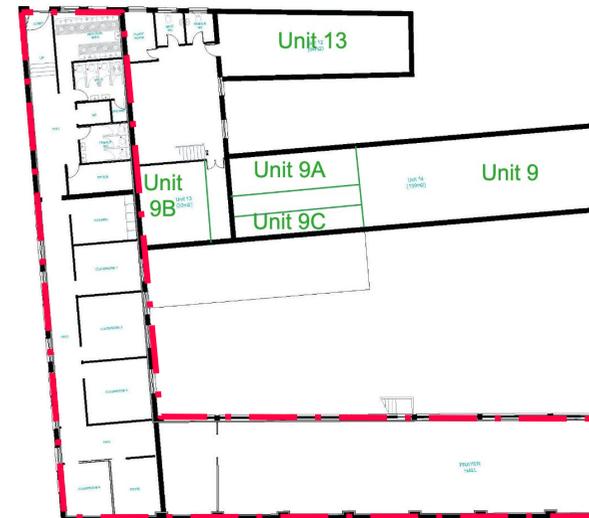
The Application Proposal

The proposed development is for outline planning permission for the redevelopment of an existing Islamic Centre at Healey Mills Complex, including partial demolition of industrial/commercial buildings, part change of use of the ground floor (presently industrial) to F1/F2 community uses, and the construction of a new Mosque and Madrasa building. The development proposal seeks outline consent for means of access, appearance, layout and scale. A Reserved Matters application will follow for landscaping details after planning permission has been approved.

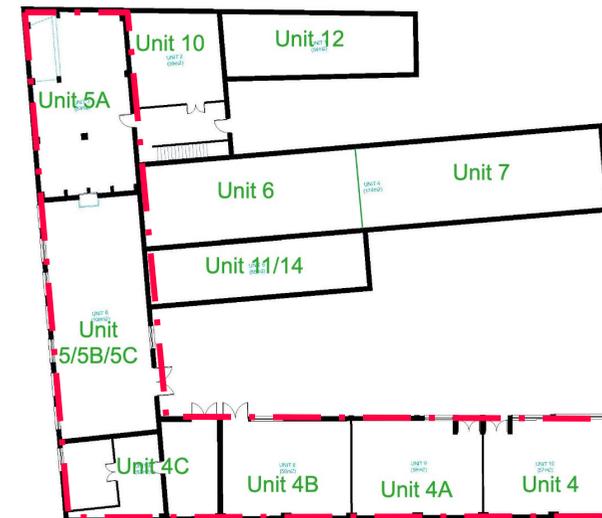
The application for outline planning consent comprises:

- Demolition of electricity sub station
- Demolition of the following industrial/commercial units –
 - Unit 1-3 – Metal fabricator
 - Unit 6 – Marquee Storage Retailer
 - Unit 7 – Metal Fabricators
 - Unit 9 & 9C – Car Accessories Retailer (no engines)
 - Unit 9a – Storage of Furniture & Household Goods
 - Unit 9b – Storage (Musical Band)
 - Unit 10 – Furniture Manufacturing
 - Unit 11 – T-Shirt Printing
 - Unit 13 – T-Shirt Printing
 - Unit 14 – Household Goods Storage
- Units to be retained and converted - the L shaped Building -
 - First Floor - Existing Healey Islamic Trust Prayer Hall converted to ancillary sports hall for Madrasa use
 - First Floor Madrasa converted from classrooms to Counselling Rooms
 - Ground Floor Unit 5a converted from furniture manufacturer to WC's
 - Ground Floor Unit 5, 5b,c converted from Door Manufacturer to Assembly Hall
 - Ground floor Unit 6 converted from Joinery Workshop to Assembly Hall
 - Ground floor Storage Unit 4 – Kitchen Manufactures, Unit 4a Furniture Storage, Unit 4b / 4C Joiner - All to be converted to library
- Erection of new purpose built F1 Islamic centre including 18 undercroft parking space (comprising 4 disable spaces, 4 EV Charging Spaces and 10 passive EV charging spaces.
- Creation of 41 new external parking spaces
- Improved Vehicular access from Healey Lane
- Improved vehicular egress onto Healey Lane

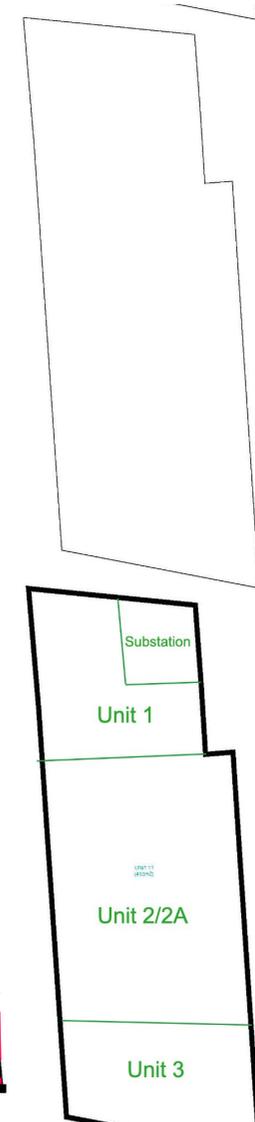
RIGHT- Existing Industrial units plan
 ■ ■ ■ ■ ■ Building to be retained



EXISTING FIRST FLOOR PLAN (1:200@A1)



EXISTING GROUND FLOOR PLAN (1:200@A1)



3. PLANNING POLICY

The National Planning Policy Framework

The primary objective of the NPPF is to allow development that is sustainable to proceed, without delay. A presumption in favour of sustainable development is the basis for every plan and every decision. The NPPF sets out clearly what could make a proposed plan or development unsustainable. The NPPF is a material consideration in planning decisions. One of the key dimensions to sustainable development is the social role of the planning system which is directed to:

'support strong, vibrant and healthy communities, by ... fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being'

Paragraph 11 of the NPPF establishes the presumption in favour of sustainable development. This means approving development that accords with an up-to date development plan without delay.

At paragraph 38 NPPF stipulates that Local planning authorities should approach decisions on proposed development in a positive and creative way working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

Early engagement front loading and pre application consultation is strongly encouraged to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Negotiations with the local authority have been ongoing since February 2022 and a pre-application response was received for a Madrasa scheme on 28 July 2022 (Appendix A). A further meeting was held at the council offices on 12 October 2023 and attended by Planning Officer Nick Hirst and Highways Officer Ryan Kinder as well as Cllr Yusra Hussain, at which the present scheme was informally discussed. Separately the Applicant (HIT) has also had a close working relationship with Kirklees Council Highways Department with regard to traffic calming measures proposed on Healey Lane with Highways Officers Phillip Waddington and Karen North, Cllr Lowe and Cllr Hussain on 8 August 2024. Consequently, traffic calming measures are to be introduced on Healey Lane. The Public Consultation process for the following Traffic Regulation Orders (TRO No. 11) 2024 and (TRO No.12) 2023 has concluded and these TROs are to be imminently implemented (Appendix B).



Promoting healthy and safe communities is a key tenet of the NPPF. Paragraph 97 supports the provision of cultural facilities and services that the community needs is and planning authorities are directed to make positive provision for such facilities in the local as follows –

- a) **plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;**
- b) **take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;**
- c) **guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;**
- d) **ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and**
- e) *ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.*
[our emphasis]

The NPPF advises that transport issues should be considered at the earliest stages of development proposals and this is a key feature of this development scheme. HIT and its Highways consultants have been engaged from the outset and have had a close pre application working relationship with Kirklees Planning and Highways Officers.

Of course, making effective use of urban land is a fundamental principle of the planning system. The development of underutilised land and buildings is supported by the NPPF where this meets the needs of the communities where land supply is constrained. Specifically paragraph 127 states that –

Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- a) *use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and*
- b) **make more effective use of sites that provide community services** such as schools and hospitals, **provided this maintains or improves the quality of service provision** and access to open space.

In reference to design paragraph 131 makes it clear that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. It creates better places in which to live and work and helps make development acceptable to communities. Design that is visually attractive as a result of good architecture, layout and appropriate and effective landscaping is supported. This includes design that is sympathetic to local character and history and the surrounding built environment whilst being innovative and not afraid of change. The creation of places that are safe, inclusive and accessible which promote health and well being is important in the planning system.

The application proposal is in broad compliance with the NPPF and is a sustainable development which will secure the long term social and cultural needs of the Mosque in the community and reduce the need for travel elsewhere.

The Adopted Local Plan

With regard to the development plan the subject site is unallocated land within the built up area of the district. The Kirklees Local Plan was adopted on 27 February 2019 and comprises the strategy and policies document, allocations and designations document and associated proposals map.

Policy LP1 reiterates NPPF paragraph 11 the presumption in favour of sustainable development. Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. The application proposal is a sustainable development that should be approved without delay.

Policy LP2 supports development proposals that build on strengths and opportunities and help address challenges identified in the Local Plan, in order to protect and enhance the qualities which contribute to local character.

LP3 states that new development should reflect–

- a. *the settlement's size and function; and*
- b. *place shaping strengths, opportunities and challenges for growth; and*
- c. *spatial priorities for urban renaissance and regeneration; and*
- d. *the need to provide for new homes and jobs;*

LP7 restates the need for efficient and effective re-use of land.

LP20 seeks to ensure that the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. LP21 follows by highlighting that new development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. All proposals must –

- a. *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. *where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. *take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. *take into account access for emergency, service and refuse collection vehicles;*
- g. *provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes*

As to car parking, LP22 explains that car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development. New development should incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking and provision for cyclists and disabled people;

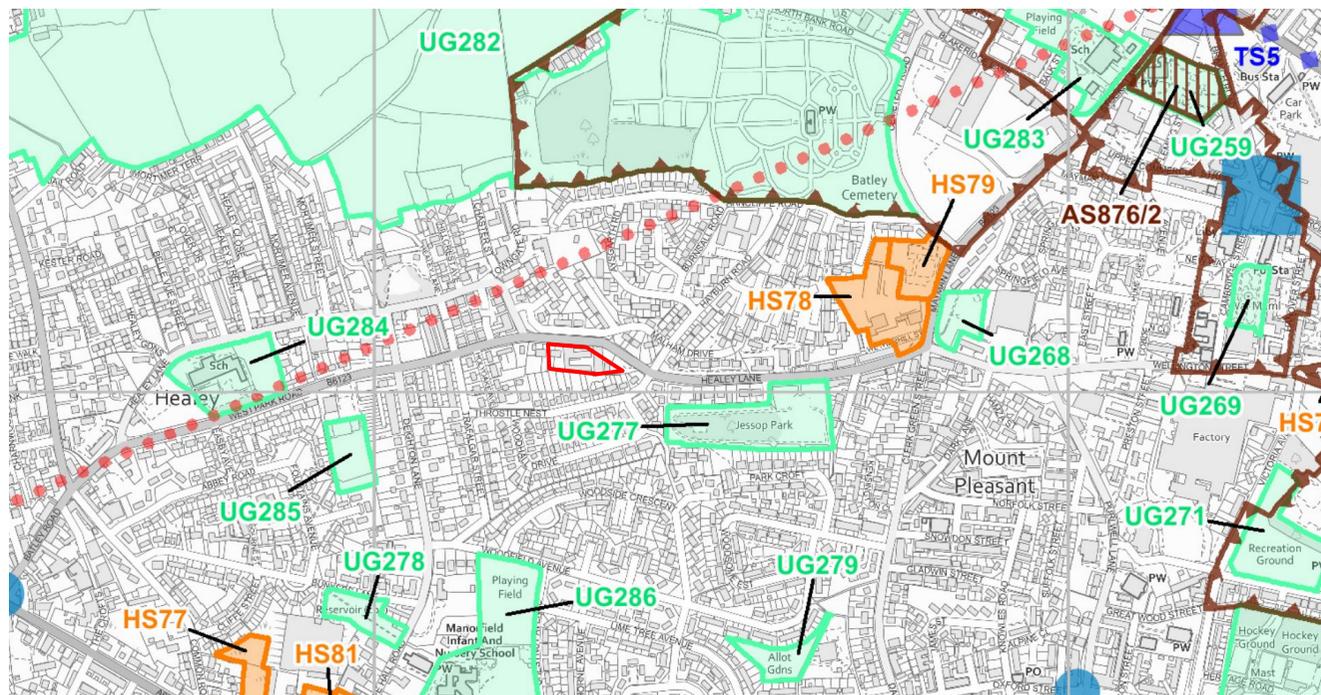
LP24 promotes good design.

Policy LP48 deals with 'community facilities and services' and explains that community facilities should be provided in accessible locations where they can minimise the need to travel or they can be made accessible by walking, cycling and public transport. LP48 specifically explains that –

Community facilities should be provided in accessible locations where they can minimise the need to travel or they can be made accessible by walking, cycling and public transport. This will normally be in town, district or local centres. Proposals will be supported for development that protects, retains or enhances provision, quality or accessibility of existing community, education, leisure and cultural facilities that meets the needs of all members of the community. Where community facilities are provided as an integral part of a development, they should wherever possible be within adaptable mixed-use buildings.

Policy LP49 whilst related to housing development advises that new or enhanced educational facilities will be permitted where they meet an identified deficiency in need; or where the scale, range, quality and accessibility of education facilities are improved; or they are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.

As will be demonstrated in the planning assessment section the proposed development scheme is in overall compliance with the aims and objectives of sustainable development as presented in the adopted Kirklees Local Plan.



ABOVE- Kirklees Adopted Local Plan Proposals Map Extract
(Application site outlined in red)

4. PLANNING ASSESSMENT

The Principle of Development

Paragraph 11 of the NPPF establishes the presumption in favour of sustainable development. Paragraph 38 promotes proactive engagement with applicants. Making positive provision for the social and cultural needs of communities is a key tenet of the NPPF as is making effective use of urban land. The creation of high quality, beautiful and sustainable buildings is actively encouraged at the national level.

At the local level Policy LP1 reiterates the presumption in favour of sustainable development and LP2 encourages development that builds on the strengths and addresses challenges identified in the local plan.

The application site is located on unallocated urban land where the principle of Masjid and Madrasa use is already established. The existing employment uses on site are not protected by local plan allocation as a Priority Employment area and as such the principle of Masjid and Madrasa use is established. Policy LP48 is clear in its support for community facilities in accessible locations where they can minimise the need to travel.

Proposals that protect retain or enhances provision, quality, or accessibility of existing cultural or community facilities that meets the needs of all member of the community are supported.

What is a Mosque?

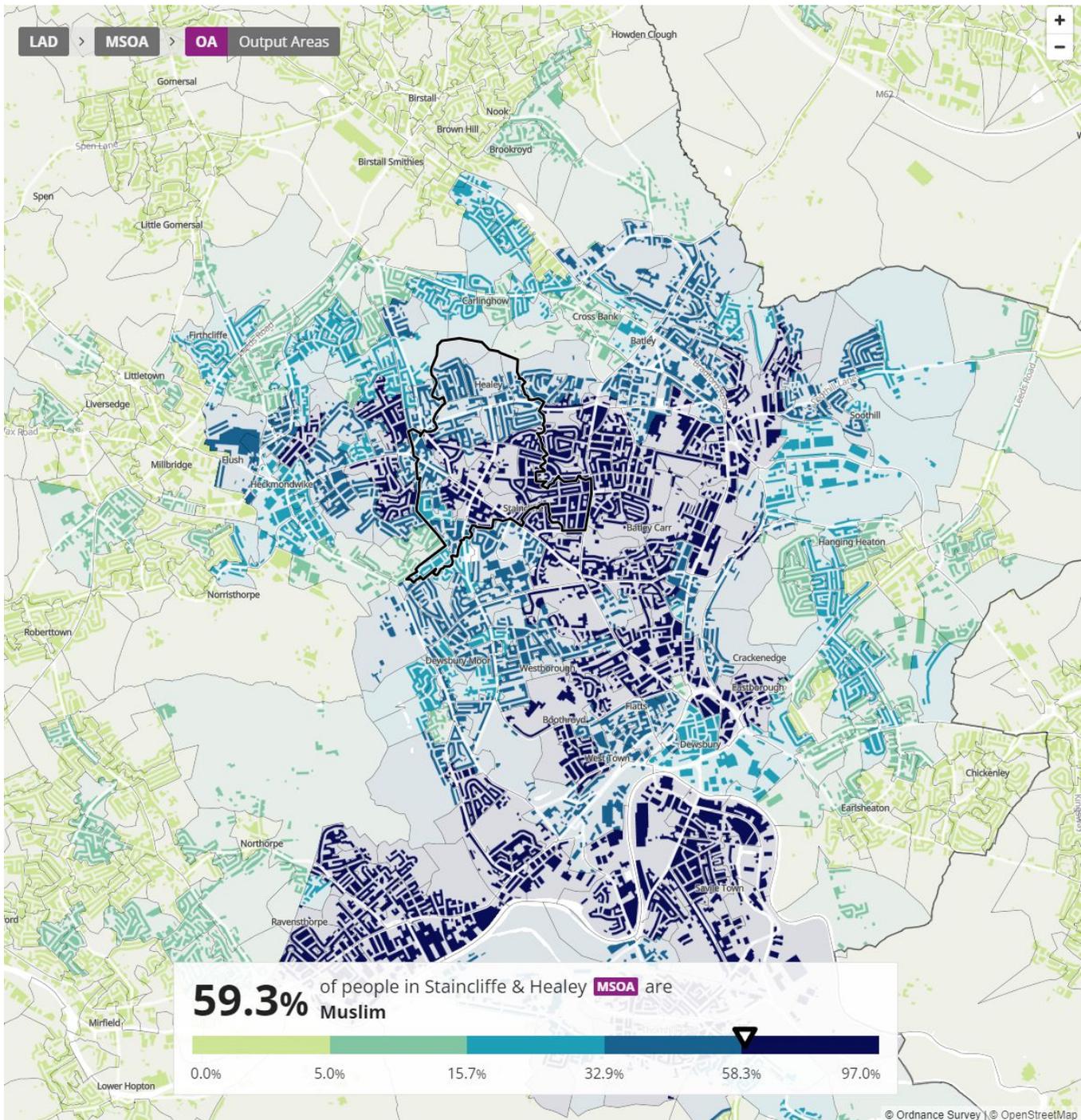
Mosques serve as important community facilities for Muslims. They are used for religious purposes such as congregational prayer, but also provide other activities related to physical and mental health, education, recreation, charity, interfaith dialogue, and outreach.

The primary function of a mosque is to provide a space for congregational prayers. These take place 5 times daily, 7 days a week. Timings alternate depending on the solar cycle, with dawn prayer taking place between 1am and 7am, and night prayer taking place between 6pm and 11pm. On festivals such as Ramadan and Eid, an additional prayer is offered which is normally well attended.

Worshippers vary in age from anything between 4 to 90. They stand in rows behind an Imam who conducts the prayer. The congregation is orientated in the direction of Mecca. Washing facilities are provided for ritual washing prior to prayers.



LEFT - Madina Masjid, Batley



ABOVE: UK Census 2021, mapping density of Muslims in 'Staincliffe and Healey'

Composition of Muslims in Batley

Historical records indicate that Muslims began settling in Batley from the 1950's. Many Muslims worked in textile Mills historically, but today, the community has members spanning across all employment sectors, belonging to different professions, and offering invaluable skills to the community. Batley is home to 17,690 Muslims (Census 2021).

Proximity to a Mosque has always been a key consideration for Muslim families. Muslims settled in clusters throughout the UK, and Batley is typical of this. As a result, Batley has areas in which Muslims are concentrated, and other areas with small numbers of Muslim residents.

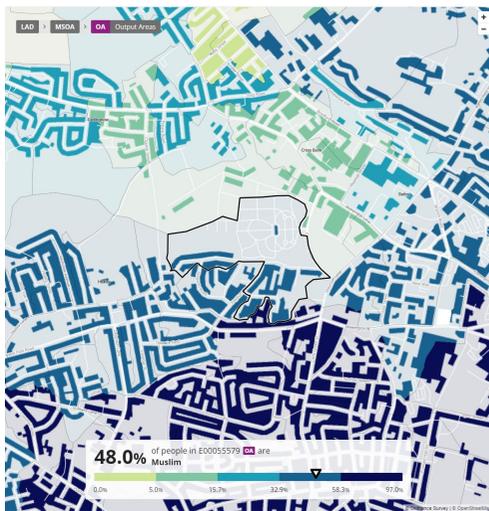
The site is located in the Healey area of Batley. 59.3% of residents in 'Staincliffe and Healey' identified as Muslim in the 2021 census.

Need for Mosques in Batley

Batley is home to 14 Mosques with capacities as follows: Hilal (70), Jumma (200), ICWA (1000), Jamia Al Saeed (400), Hira (200), Ghausia (300), Noor (800), Nurul Islam (600), Dawatal Islam (600), Taqwa (100), Hashim (300), MPIT (750), Muhammadiyah Ghausia (600), Mahmoodia (1050) (MuslimsInBritain.org).

This equates to a total provision of 6,970 spaces for worshippers, thereby providing facilities for less than 40% of the 17,690 of its Muslim residents. Given the importance of congregational prayer in the daily life of a Muslim, the shortfall in space leads to overcrowding, traffic, and other logistical problems in Mosques.

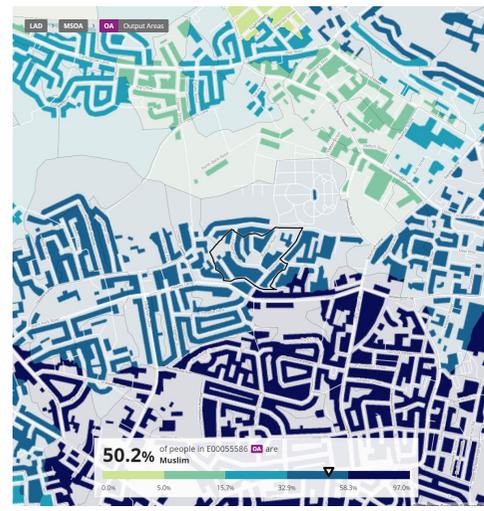
Existing Mosques operate at capacity, particularly for Friday prayers and during festivals. The 'Madrasa' religious schools have lengthy waiting lists for admissions, with provision unable to satisfy demand.



E00055579 (Cemetery) : 253/529



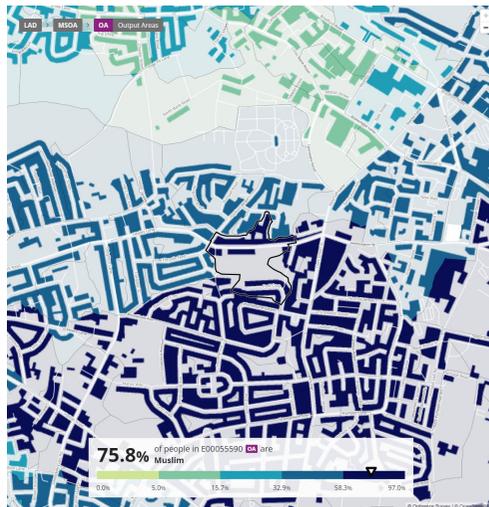
E00055580(Deighton lane) : 169/375,



E00055586 (Aysgarth): 253/502



E00055588 (Healey Mills): 210/374



E00055590 (East) : 275/365



E00055591 (Trafalgar St) : 275/365



E00055595 (Woodside Cr) : 303/376

Need for a Mosque in Healey

The 2021 Census provides a helpful picture of the Muslim composition of Healey. The Output areas from the Census in the walkable vicinity of the application site are provided. There are 1,630 Muslims living within these areas.

This data demonstrates the need for a Mosque to serve the Muslim community of Healey, but also provides evidence that it will be attended by those within walking distance. The Healey area of Batley is home to a sizeable and growing population of young families belonging to the Muslim faith.

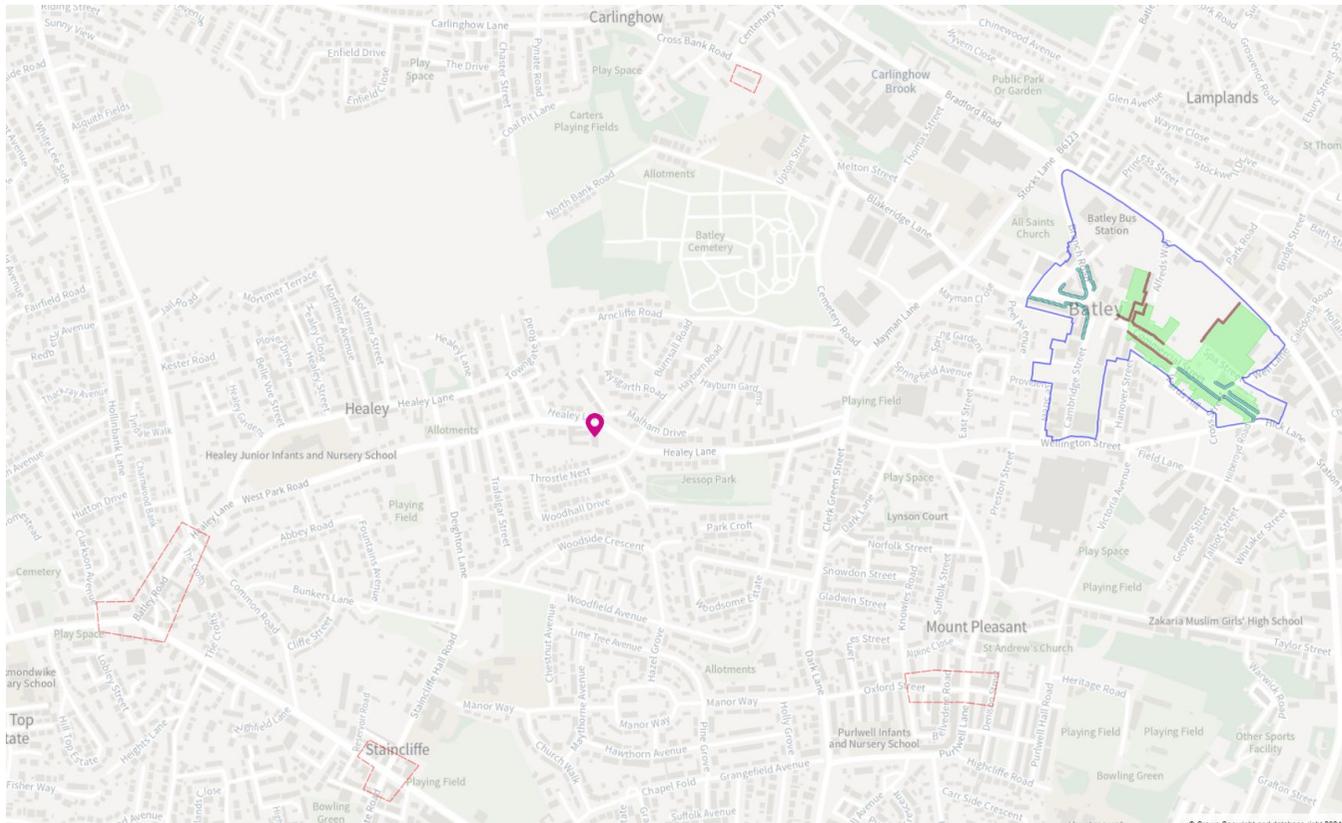
Currently there is one Mosque, 'Masjid Quba', located in Healey. It only has provision for 150 worshippers and 60 children. 1630 Muslims reside within 500m (Census 2021). This compels residents to make car journeys to other Mosques, exacerbating traffic and parking within other residential areas.

Guidance from the Chartered Institute of Highways and Transportation, 'Planning for Walking' (2015) notes that the desirable walking distance for community facilities should be 500 metres, and the maximum distance 2000 metres.

ABOVE- UK Census 2021, mapping density of Muslims in Output Areas in Healey, (Muslim population/total population)



LEFT - Urban Grain, 250m radius (1:2000)
Application site bounded with red line



Availability of Alternative Sites

Policy LP48 of the Adopted Local Plan *protects against the loss of community facilities* and does not allow alternative uses on site unless the provision of the community use can be suitably accommodated elsewhere. This proposal seeks to enhance the existing community facilities. There are no alternative sites available in the locality.

Previously, a site had become available to the west of the application site further along Healey Lane adjoining the Junior and Infant School. However, there is a covenant on that site that prohibits any use other than residential. There has been several applications on that site since 2014 for residential development and there is a current full application Ref: 2024/91760 for Erection of 19 dwelling houses with associated car parking, landscaping and boundary treatment and other associated works. At the time of writing this report, the site is sold and no longer available.

There are no other available sites in the Healey area. Planning officers also requested that the applicant consider alternative provision in nearby defined retail centres. The western edge of Batley Town centre is approximately 0.4km to the east of the application site. However there are no sites of approximately 3000sqm that are available to purchase in Batley Town centre. Furthermore there is an existing mosque in Batley town centre that is already operating at capacity (Al Hashim Academy). Similarly there are no available sites in the nearby defined local centres of Batley Road, Staincliffe or Mount Pleasant.

LEFT - Kirklees Local Plan proposals map extract (defined retail centres) with key

Impact on Highway Safety

Policies LP20, LP21 and LP22 are concerned with highway safety. NPPF advises that development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

The development will consist of a new four storey building which will occupy the eastern portion of the site. The scheme will also include the repurposing of the existing Masjid Quba building at the western end of the site to provide ancillary community facilities. The commercial units on the site immediately to the east of the existing Masjid Quba will be demolished as part of the scheme.

A new surface level car park will be provided on the site including a ground floor car park underneath the new building. There will be two vehicular accesses. Vehicles will enter the site at the western access and exit the site at the eastern egress. This arrangement will operate as a one-way system through the site. The main pedestrian access into the development will be located on Healey Lane, with additional points of pedestrian access provided to the west of the building and through the ground floor car park.

Via extensive pre application consultation KC highways officers requested information pertaining to –

- Trip generation for vehicles and pedestrians;
- Catchment information; and
- Car park capacity;

A comprehensive Transport Statement and Travel Plan is supplied in the application package which includes -

- Pedestrian surveys undertaken at the entrance to the Masjid.
- An arrival and departure vehicle survey at the existing car park.
- Video surveys to assess drop off and pick ups on Healey Lane.
- Postcode information to understand where pupils travel from to the application site.
- Assessment of personal injury collision data has from Kirklees Council.
- As there is no TRICS data available nationally on similar sites a survey of a comparative site in Batley was also undertaken at the Jame Masjid Mosque located on Henry Street, Batley.

The mosque at Henry Street Batley is similar as it has both a mosque and madrasa element to it. The survey was undertaken on Friday 12 January 2024 between the hours of 12:00pm to 2:00pm and 4:00pm to 8:00pm. The mosque has a total capacity of 1,500 people consisting of 1,000 worshippers and 500 pupils. This is a very similar ratio of worshippers to pupils compared to the proposed development which is 252 worshippers and 120 pupils. The robust data collected from Henry Street Mosque confirms that as the capacity increases, the pedestrian trip rates per person decreases, suggesting an increase in sustainable travel choices.

On average, surveys indicate that there are 61 two-way vehicle trips, with 30 arrivals and 31 departures during the evening peak hour at the existing Healey Mosque. During the same time period, on average there was a total of 127 two-way people trips, which were counted as people walking either into or out of the mosque and the madrasa. Data shows that 55% of pupils live within 2 kilometres of the Masjid and a further 28% of pupils live within 3 kilometres of the site. 55% of pupils presently come from the WF17 7 postcode and are walking to and from the application site with carers. This is agreeably high and reflects the sustainable walk-to nature of the development.

Personal injury collision data indicates that there are no particularly significant issues with road safety generally which would be exacerbated by the development. However, a traffic calming scheme has been developed in collaboration with Kirklees Council in response to several recorded injury collisions (unrelated to the operation of the Mosque) and a community request for traffic calming measures was made specifically by the applicant.

These proposals are designed to help maintain visibility and access on Healey Lane and help pedestrians using the traffic island to cross to be clearly seen. These proposals are designed to help maintain slower traffic speeds and improve road safety for all road users.

The various traffic calming features are intended to reduce traffic speeds and improve road safety for all road users outside the application site. The applicant has engaged with Kirklees Highways to ensure that traffic calming measures to be introduced to Healey Lane compliment the proposed development scheme. Traffic calming (TRO) measures to be introduced outside the application site include

- 'No Waiting at Any Time' parking restrictions to prevent parking at strategic points on Healey Lane and on one side of Thistle Nest from the junction of Healey Lane. These proposals are designed to help maintain visibility and access at these locations and help pedestrians using the traffic island to cross to be clearly seen.
- Three speed cushions on Healey Lane: From a point 18.5 metres north-west from the boundary between house no.110 and no.112 in a northwesterly direction
- Two speed cushions on Healey Lane: on each approach of the traffic island from a point 20.5 metres and 31 metres from the boundary between house no.155 and no.117 in a northwesterly direction.
- Tapered edge plateau on Healey Lane: From a point 14.5 metres south-east from the eastern boundary of house no.90 in a south-easterly direction

The application site is located in a sustainable location. The site is easily accessible by foot within a 2 km catchment area as well as by cycle. Public transport accessibility is also reasonable with the nearest public bus stop, for eastbound travel located on Healey Lane 30 metres west of the masjid entrance. The nearest bus stop for westbound travel is 110 metres west of the masjid access point. There are regular bus services available from the bus stops located on Healey Lane, within a short walk of the site. The bus services available can be used to access a range of local destinations across Batley, alongside other destinations including Wakefield, Leeds, and many surrounding areas. Considering the number of regular services accessible from Healey Lane, it is considered that travel by bus for pupils and staff would be an attractive travel option.

The proposed new mosque will provide a capacity for 252 worshippers. This represents an increase in worshippers of 102 from the existing capacity of 150 which is a 68% increase. The existing Madrasa is used for 60 children. With the proposed extension, this figure will increase by 60 children to a total of 120 children i.e. 8 classrooms of 15 pupils. This represents a 100% increase in children. This will result in a total increase in worshipers and children from 210 to 372. This is an increase of 77%.

The Madrasa will operate on weekdays with lessons taking place from 4:30pm until 6:45pm and from 6:45pm until 8:00pm. There will be some increased activity at 6:45pm when children are leaving and being picked up at approximately the same time. However, this will dissipate as some children are collected and other children start their lessons.

A new surface level car park will be provided on the site including a ground floor car park underneath the new building. Safe pedestrian access is achieved throughout the site.

The vehicular access route through the site will be redesigned. A one-way system will operate through the site, with vehicles travelling in an anti-clockwise direction after entering the site at the western access. They will then pass through the site's car park and emerge back onto Healey Lane at its eastern end after using the eastern site egress. Appendix BGH9 in the supplied Transport Statement demonstrates that sufficient forward visibility can be achieved.

As for parking, there are no parking standards for non-residential development in the KC Highway Design Guide. The issues with parking in the new facility are very similar to those of primary schools. It is well understood by Highways Officers that it is not always possible to fully cater for a short period at the start and end of the school day when children are dropped off and picked up. This is a similar situation to what will take place at the proposed development on an evening. Measures can and will be put in place to encourage walking and to maintain the good road safety record. However, it is generally accepted that there may be a short period of activity at the end of the day when the demand for parking is at its peak but this would be acceptable from a traffic and highway point of view.

The development proposals include a total of 59 parking spaces. This is 33 spaces more than currently provided on the site. Four accessible spaces and 14 EV charging spaces will be provided. Immediately to the south of the new building will be eight drop off and pick up spaces.

It is anticipated that each drop off and pick up space will have a dwell time of 5 minutes per carer. Each space could accommodate twelve cars per hour. This equates to a total number of 96 five minute slots for the 8 spaces. The proposed development will accommodate up to 120 pupils. It is considered that the 96 five minute slots are sufficient to meet demand, as not all pupils will arrive in the same hour and not all pupils will arrive by private car.

Total existing pedestrian trip generation is 127 two way pedestrian trips in the evening peak hour. With the subject proposal in place two way pedestrian trips are calculated to be 225 at evening peak hour. However, unlike the existing operation there will be multiple points of pedestrian entry to the building such that footfall on Healey Lane will be reduced.

At Healey Mills Complex the existing total two-way vehicular trip generation has been calculated to be 84 in the evening peak hour period. The proposed development will generate 107 two-way vehicular trips in the same period. As the site is already operational as a Masjid and Madrasa a large portion of the trips are already taking place on the highway network. Furthermore some of the existing commercial trips to the site will be lost. As such the net increase in two-way vehicular trip generation has been calculated to be 24 in the evening peak hour or one vehicular trip every two minutes which is negligible in terms of impact on the local highway network.

The car park can readily provide parking for the proposed development. The greatest parking demand will generally be at the start and end of classes. During periods of high demand, carers will be able to use some of the remaining 51 spaces for five minutes to drop off and pick up pupils.

A Car Park Management Plan will be provided to show how the car park will be managed safely and to ensure the safety of children and parents is maintained. A responsible person from the proposed development will be available to manage the car parking process and will be on hand to ensure that visitors drive safely and that cars do not linger in the car park or parking bays.

The substantial empirical evidence collated to support the Transport Statement demonstrates that the local highway network will continue to operate satisfactorily with the proposed development in place and there are no justifiable highways safety reasons for planning approval to be withheld.



Visual Amenity

Good design is at the heart of the planning system. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Local Plan Policy LP24 states that –

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal... Proposals should promote good design by ensuring... a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;



The site lacks any natural amenity space or habitats, with a few low-quality trees dotted along the southern boundary. The existing building on site is of limited architectural merit and its removal is not opposed by officers.

The predominantly suburban residential nature of the area results in prevailing building heights of 2-3 storeys. Surrounding properties are mainly 19/20th century, either terraced or semi detached. Dwellings to the west of the site are generally Victorian built terraces with coursed natural stone frontages and brick gables and rear elevations, arranged in regularised grids. To the east of the site, houses tend to be later post-war brick built, more spaced out with green spaces and in many cases semi-detached.



The site is not in a conservation area. None of the buildings neighbouring the site are listed. The character of the area is largely set by the period to which the buildings date back. As such, there is a distinct transition when moving from the east to the west of the site, and both provide their own architectural references. Windows in both cases tend to be UPVC with a few remaining examples of timber sash windows to Victorian properties.

TOP ROW - Examples of 19c natural coursed stone terraced houses with natural slate roofs

MIDDLE ROW - Examples of imperial brick built semi-detached houses with clay and cement roof tiles

BOTTOM ROW - Examples of 21c brick built houses north of the site, with a mix of brick colours and introduction of rendered wall panels



Character Appraisal

There are a few non-residential buildings in the area. Like the housing, their architecture is dictated by when they were constructed.

Blackeridge Mill is an example of a successful Victorian stone-built Mill conversion to residential use. It is located north-east of the site. Immediately adjacent to this is a 21 century modern retail park hosting supermarkets and associated parking, set back from the road. It uses contemporary materials such as brick and aluminium cladding, with steel roofing materials.

To the west on High Street are some further examples of Victorian era Mills but this time offering commercial uses. A short distance from the site, The George Inn is an operational public house, built originally in stone and brick, but largely painted over.

TOP LEFT - 19c Blackeridge Mill, a Victorian Mill converted to apartments.

TOP RIGHT - 19c High Street mill, currently occupied by commercial uses.

MIDDLE ROW - 19c The George Inn, victorian Public House.

BOTTOM ROW - 21c retail park adjacent to Blackeridge Mill



TOP LEFT - Batley Cemetery Gatehouse

TOP RIGHT - Batley Cemetery Chapels

MIDDLE ROW - Local examples of arches

THIRD ROW - Local examples of Industrial chimneys

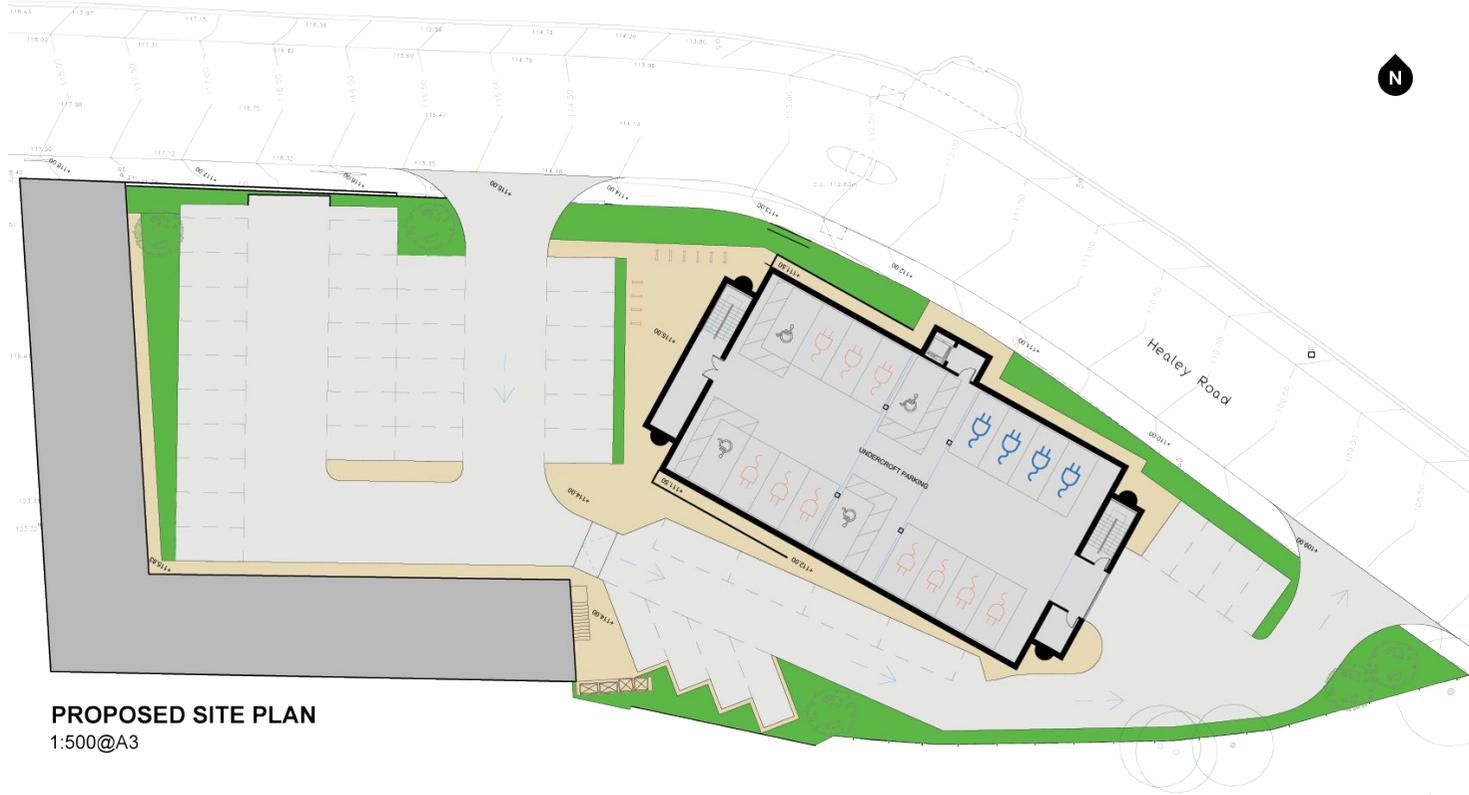


Architectural Details

Certain architectural features are found in the area, particularly on buildings of community significance.

The Gothic Arch can be found on most church buildings in Batley as well as on schools, and in the examples shown, on buildings in Batley cemetery in close proximity to the site. The Gothic Arch holds historical significance dating back to the Gothic Revivalist movement of the 18th and 19th centuries.

Victorian industrial buildings dating back to the 19th century often incorporate brick or sandstone chimney stacks. Examples locally include tapering octagonal, square, and circular types with cornice crowns. Examples can be found locally at Batley Carr Mills and Livingstone Mills.



PROPOSED SITE PLAN
1:500@A3

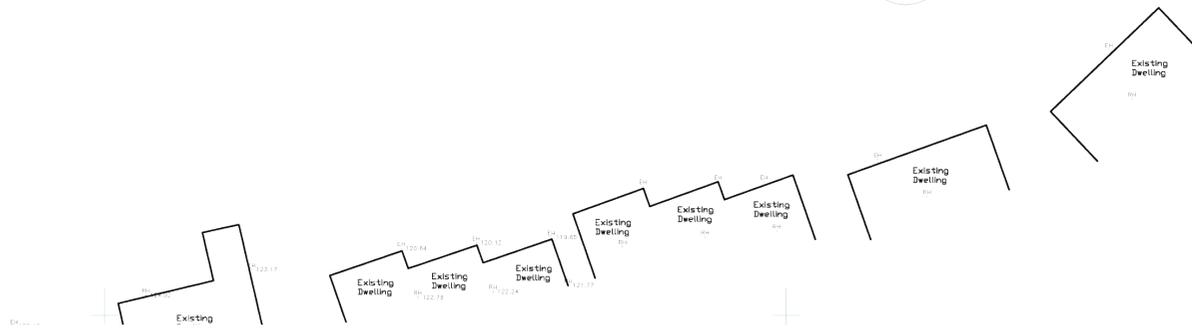
Concept Design

Having developed the Client Brief and assessed it against the site parameters and constraints, the design has undergone a process of refinement. Whilst the requirements of the brief are addressed, the design has taken into account the site layout, surrounding buildings, vehicular movement, pedestrian movement, and visual impact.

1. The site layout incorporates a one-way system to optimise the flow of vehicles safely into, through and out of the site.
2. To maximise off-street parking, the site gradient has been exploited to create undercroft parking.
3. The existing building has been partially retained to reference the site history and accommodate ancillary uses.
4. At its upper level, the proposed building is in effect 2 storey, with access from level 3 due to the site gradient. This respects neighbouring buildings in terms of scale and height.

As for residential amenity, the proposed building is well located to avoid causing material harm to neighbouring residents through overbearing, overshadowing or overlooking. Ample separation distance is maintained from residential properties.

LEFT 1 - Proposed Site Plan (NTS)





TOP - Visulisation (Mosque and Madrasa building)

LEFT - Visulisation (Ancillary building)



Building Design And Materials

The design for the new-build Mosque and Madrasa building marries the local vernacular with the principles of Mosque design.

1. The building uses a combination of red brick and natural coursed stone (sourced from a local quarry) to reference and integrate with the building materials, both historic and modern, dominant in the area.
2. The building height is governed by the natural site topography, following the stepping down of buildings along Healey Lane.
3. Arches have been designed at key entrances. Gothic arches are commonplace in local community buildings and serve as an important reference to the building's religious significance.
4. Cylindrical towers are designed in natural stone to mark the building in its context, referencing industrial chimneys common in West Yorkshire Mill towns.

The ancillary building involves the conversion of ground floor workshops and first floor Mosque and Madrasa to ancillary spaces including a library, a gym, counselling rooms, and administrative rooms.

1. The building is located around a central courtyard with parking space, enhancing the openness of the site.
2. The elevations will be upgraded with glazing and remediation to some of the walls to visually enhance the building.
3. The incorporation of soft landscaping and trees will improve the quality of the external areas as well as visual amenity, and provide natural habitats for wildlife and improve biodiversity.

The proposed changes to the site, including the conversion of some existing building, and the construction of a landmark Mosque, with landscaping and ecological enhancements, will serve to substantially enhance the visual amenity of the site and surroundings.

5. ACCESS

At present the various building blocks are not interlinked, and in many cases, fail to offer accessibility to disabled users.

Level access will be provided to both the existing and the new buildings. All buildings will have lifts available for internal circulation between floors. Both external and internal accessibility will be compliant with Part M Building Regulations requirements.

6. ECOLOGY

Under the National Planning Policy Framework (NPPF, 2023), local planning authorities should aim to conserve and enhance the natural environment when determining planning applications. Local planning authorities also have an obligation to seek opportunities to further enhance the conservation status of Species and Principal Habitats.

The Conservation of Habitats and Species Regulations 2017, as well as the Wildlife and Countryside Act 1981 afford protections to many native species.

Ecological surveys at the application site confirm that

- No bats of any species were recorded emerging from or entering the buildings surveyed.
- Bat activity over the survey period was recorded as very low and isolated to a single non-emerging common pipistrelle foraging within the wider area.
- Field evidence indicates that the immediate area does not support large populations of bats and the buildings on site were recorded as unlikely to be used by bats for roosting or as a place of shelter.
- No further surveys are recommended, and no formal mitigation is proposed, other than best practice guidance.
- No evidence of nesting bird has been found on site.
- No suitable habitats for European hedgehogs were recorded within the site. No further survey effort is recommended.
- No suitable habitats for badgers were recorded within the site. No further survey effort is recommended.
- No suitable habitats for reptiles were recorded within the site. No further survey effort is recommended.
- No suitable habitats for amphibians were found within the site. No further survey effort is recommended.
- No suitable habitats for riparian mammals were recorded within the site. No further survey effort is recommended.
- No species listed on Schedule 8 of the Wildlife and Countryside Act 1981 were recorded within the site.
- No species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) were recorded within the site.

Development proposals submitted after 12th February 2024, with some exceptions, will be expected to achieve a minimum of 10% net gain in site biodiversity value under The Environment Act 2021 (Commencement No. 8 and Transitional Provisions) Regulations 2024.

Landscaping is a Reserved Matter, and Biodiversity Enhancements will be considered therein.

7. CONCLUSION

This report identifies the religious and welfare needs of the Healey community. Proposals have been developed to accommodate the needs of the community with a landmark building reflecting its cultural and religious significance, while ensuring enhancement to Highways safety, visual and residential amenity.

The scheme incorporates materials which are predominant in the area. The elevations use natural coursed stone and red brick to the front and rear, sympathetic to the local vernacular. Architectural details reference features commonplace in Batley while simultaneously referencing the building's religious significance.

The resulting design is aesthetically pleasing yet respectful to the context and its history, and to neighbouring buildings in terms of scale, massing, height, and layout

There is a presumption in favour of sustainable development, in accordance with the NPPF and the adopted Local Plan. The application is therefore considered to be supported by both local and national planning policy and we commend this application for your approval.

APPENDICES

Appendix A - Pre-Application response
Appendix B - Healey Lane proposed TRO's