



# **Proposed Mosque and Madrasa Healey Lane, Batley**

**Travel Plan**

**August 2024**

PROPOSED MOSQUE AND MADRASA  
HEALEY LANE  
BATLEY

HEALEY ISLAMIC TRUST

## **TRAVEL PLAN**

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Ref: 21-382-004.02

August 2024

Report Reference No: 21-382-004.02

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Pedestrian and Cycle Isochrone

## 1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) on behalf of Healey Islamic Trust to support a planning application for an extension to a current mosque and madrasa at the existing Masjid Quba site at Healey Lane, Batley.

### Site Location and Development Proposals

- 1.2 The site is located approximately 1 kilometre west from Batley town centre in the predominantly residential area of Healey. At present, buildings on the site include an existing mosque which is owned by the Healey Islamic Trust, several small commercial units known collectively as Healey Lane Mills and an associated car park. The site is bound to the north and east by Healey Lane and by residential properties to the south and west.
- 1.3 A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1 - Site Location



- 1.4 The development proposals are for a new, extended mosque and a new madrasa on the site. The mosque will accommodate the worshippers and the madrasa will accommodate the pupils. This 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. The proposed site plan is attached at **Appendix TP1**.

- 1.5 The existing Masjid Quba has a capacity for 150 worshippers at present. As part of the proposals, the new mosque will provide capacity for 252 worshippers. This represents an increase in worshippers of 102 which is a 68% increase.
- 1.6 The existing Masjid Quba is used by 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 the number of children.
- 1.7 Currently there is a pedestrian access into the mosque at the western end of the site, a vehicular access into Healey Lane Mills midway along the site frontage and two accesses into the car park, one of which is closed permanently.
- 1.8 A new surface level car park will be provided to the east of the site which will extend under the building and up to the existing masjid building at ground floor level. Undercroft parking will be provided on the ground floor of the new building with additional spaces being provided to the west as an 'at grade' car park. The proposed development will be served by 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.
- 1.9 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. Clearly, this peak will take place outside of the traditional peak hours of 5.00pm – 6.00pm.
- 1.10 The times when the mosque will be used varies with the seasons. However, as a guide, Masjid Quba has provided the following prayer times for the summer and winter:
- Summer:
- Fajr: 4.30pm;
  - Zohar: 1.45pm;
  - Asr: 8.00pm to 9.00pm depending on time of year;
  - Maghrib: 9.00pm to 9.40pm depending on time of year; and
  - Isha: 10.50pm.

Winter:

- Fajr: 7.00/7.30am depending on time of year;
- Zohar: 1.15pm;
- Asr: 3.15pm to 4.20pm depending on time of year;
- Maghrib: 4pm to 5pm depending on time of year; and
- Isha: 6.15pm weekends / 7.30pm weekdays.

1.11 With regards to the spring and autumn, Asr / Maghrib / Isha will be in between the summer/winter times.

1.12 The ancillary facilities are very minor and tend to be for ad hoc, personal meetings regarding financial matters or emotional guidance, etc.

### Travel Plan Objectives

1.13 In line with National Planning Policy Framework (NPPF), the following objectives have been identified for this TP:

- To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;
- To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and
- To encourage staff to adopt sustainable modes of travel for most of their journeys to and from the site.

1.14 This TP represents a long-term commitment to reducing reliance on the private car. All future staff and attendees will be made aware of the TP and the associated commitments from the outset. Through the provision of this TP, the applicant is committed to ensuring that the measures outlined will support sustainable travel for staff and attendees at the site.

1.15 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. The TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.

1.16 This TP has been prepared in accordance with national transport planning policy, including the NPPF and the Department for Transport's Planning Practice Guidance (PPG). This TP has also been prepared in line with local guidance set out within the West Yorkshire Transport Strategy Plan and the Kirklees Council Local Plan.

## Report Structure

1.17

Following this introduction, the TP is divided into the following sections:

**Table 1.1: Travel Plan Report Structure**

Section	Title	Description
2.0	Access by Sustainable Transport	This section describes the opportunities to travel to and from the site by sustainable modes of transport, including on foot, by cycle and by public transport.
3.0	Travel Plan Coordinator	This section outlines the role of the TPC and sets out their responsibilities.
4.0	Targets and Monitoring	This section sets out the existing modal split for the area in the vicinity of the site, sets out appropriate targets for the site and explains how the TP will be monitored.
5.0	Travel Plan Measures and Action Plan	This section provides a package of initial measures for the site to promote sustainable travel, and an associated action plan.

## 2.0 ACCESS BY SUSTAINABLE TRANSPORT

2.1 The government’s objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site is well located with regard to key services by sustainable modes of transport, as described below.

### Walking

2.2 With regard to pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document ‘Planning for Walking’ (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.

2.3 Further guidance, which is still relevant, is set out within the CIHT document ‘Guidelines for Providing for Journeys on Foot’ (2000). It summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

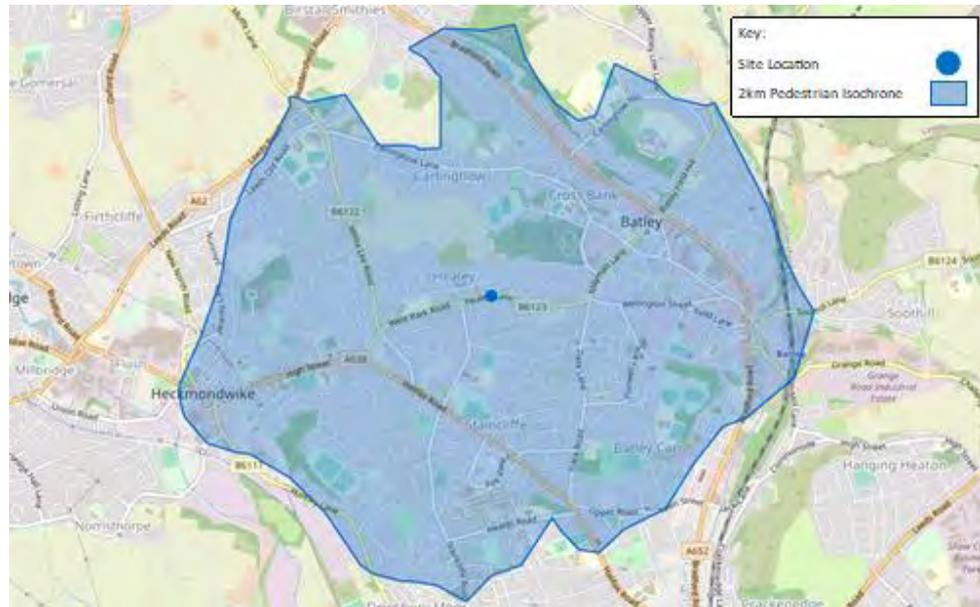
Table 2.1: CIHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

2.4 As can be seen above, the preferred maximum walking distance for commuting / school is 2,000 metres. A number of surrounding residential areas are located within the preferred maximum walking distance of 2,000metres from the site, including Carlinghow, Cross Bank, Batley Carr, Staincliffe and the majority of Heckmondwike. This would result in a large catchment of families living locally

being able to easily access the site on foot. A 2 kilometre pedestrian isochrone is illustrated in Figure 2.1 below and is provided at **Appendix TP2**.

Figure 2.1: 2km Pedestrian Isochrone



© OpenStreetMap

- 2.5 Given the existing, established nature of Masjid Quba, it is clear that the pedestrian routes to the site are well-established locally, particularly for local residents.
- 2.6 Footways are located on both sides of Healey Lane. They are both approximately 1.8 metres wide and are lit. A pedestrian refuge island incorporating tactile paving and dropped kerbs is located along the site frontage where Healey Lane changes alignment and provides a safe crossing point for families living to the north of the site.
- 2.7 Families living in areas to the west, in areas such as Heckmondwike, can walk to the site by following the A638 High Street in a northeast direction. The footways along the A638 are located on both sides of the carriageway - they are lit and facilitate a number of safe pedestrians crossing points. Continuing from the footways along the A638, there are continuous footways along West Park Road and Healey Lane which form the route to the site.
- 2.8 For families living to the north and east of the site, in areas such as Carlinghow, there are a number of pedestrian routes which can be used to access the site. There is a public footpath between Chaster Street and Townsgate Road, which then connects with Healey Lane. This forms a direct route from the northern residential

areas, but it should be noted that this route continues through a field and would not always be suitable for all visitors of the site. In addition to the direct footpath route, additional pedestrian access from the northern areas is taken via the footways along White Lee Road (to the west) and Hayburn Road (to the east). Both of these routes have footways on both sides of the carriageway and are lit and would offer viable alternative routes in lieu of the direct footpath through the field to Chaster Street. It should also be noted that there are footway links from Malham Drive onto Healey Lane which would facilitate a direct route to the site from these routes.

2.9 To the east, the footways along Healey Lane connect with those on Clerk Green Street, Mayman Lane and Wellington Street. These footways facilitate pedestrian movement from the east and south, from Batley town centre and a number of surrounding residential areas. Footway provision along these routes is good, with pedestrian crossing points provided at numerous locations along each route and street lighting. From Batley town centre, pedestrians can access the site via Wellington Street or from Mayman Lane.

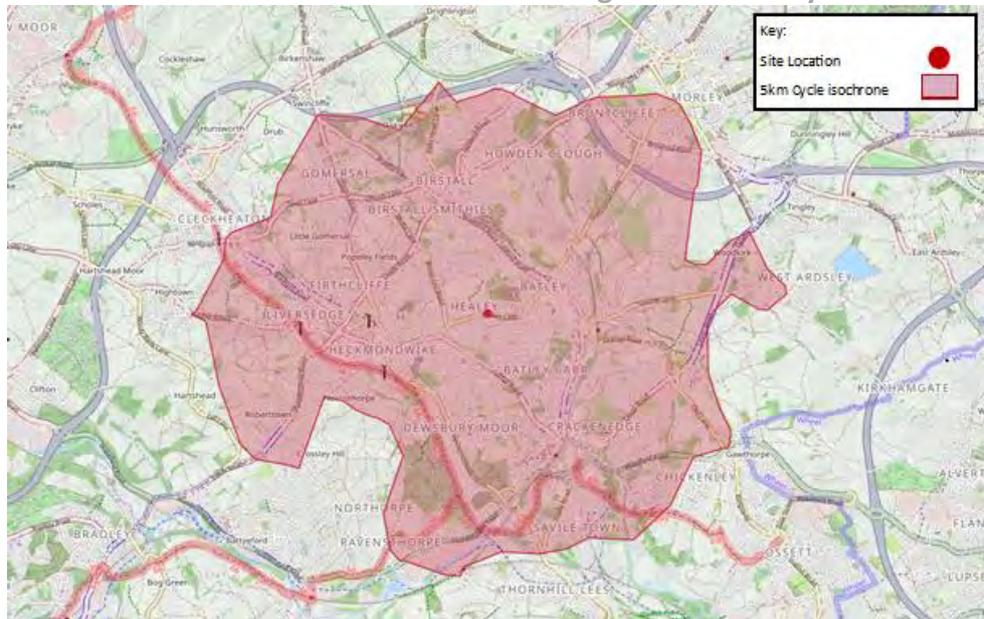
2.10 As has been demonstrated, there are a number of pedestrian routes to and from the site which are well-established and convenient to adults and children walking to the site. It is considered that, given the large local catchment of the masjid and the development proposals, travel to the site on foot will continue to be a popular travel choice for visitors traveling to the masjid.

#### Cycle Accessibility

2.11 It is generally accepted that cycling is an ideal mode of transport for journeys under 8 kilometres and that it has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

2.12 A range of residential areas are located within a 5 kilometre cycle catchment from the site, including the majority of the built-up area of Dewsbury, Birstall, Liversedge, Dewsbury Moor, Crackenedge, Howden Clough and Heckmondwike. An isochrone showing a 5 kilometre cycle catchment from the site is illustrated in Figure 2.2 below and is also provided at **Appendix TP2**.

Figure 2.2: 5km Cycle Isochrone



© OpenStreetMap

- 2.13 Healey Lane is an advisory cycle route which runs in a westerly direction towards Heckmondwike, a town 1.5 kilometres southwest of the masjid.
- 2.14 Using the advisory cycle route, cyclists can join onto the Spen Valley Greenway which forms part of the National Cycle Route through Heckmondwike. This can be accessed by travelling west on Healey Lane until reaching the T-junction. Then, continuing west along A638 High Street until reaching Church Lane T-junction, travelling south until Church Street which runs in a southwest direction until it becomes Station Street. Through the car park at the end of Station Road is the access point to the Spen Valley Greenway. These roads are all advisory or signed cycle routes. The Spen Valley Greenway continues northwards towards Bradford and southwards into south Dewsbury.

## Public Transport

### Bus

- 2.15 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 2.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 2.2: CIHT Recommended Walking Distance for Bus Stops

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

2.16 The nearest public bus stop, for eastbound travel, is located on B6123 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. Both the east and westbound stops are ‘in lane’ bus stops featuring a bus shelter, flag and pole. Table 2.3 below details the bus services which use these bus stops, their routes and their frequencies.

Table 2.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (Mins)
201	Heckmondwike - Batley - Morley - White Rose Centre - Beeston - Leeds	30	60 (Sun daytime) 120 (Evenings)
212	Dewsbury - Dewsbury & District Hospital - Batley - Woodkirk - Kirkhamgate - Flanshaw – Wakefield <i>*No service after 1900</i>	60	120 (Sundays)

2.17 It can be seen above that there are regular bus services available from the bus stops located B6123 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.

### Rail

- 2.18 The nearest railway station to the site is Batley station, which is located approximately 1.9 kilometres walking distance to the east of the site. Batley station can be accessed by following Healey Lane in an easterly direction until Station Road. Then following Station Road in a southeast direction until reaching the station. This route would be a 25 minute walk (1.9 kilometres) from the masjid. The station is also accessible within a 10 minute journey on the 212-bus service from Healey Lane.
- 2.19 Facilities at Batley station include a waiting area, ticket machine, customer help points and timetable information. The railway station provides services to destinations such as Leeds, Manchester and Wigan.

### Summary

- 2.20 The development site is well located to encourage journeys by all modes of sustainable transport.
- 2.21 There are existing bus stops on Healey Lane, these are conveniently located close to the masjid to provide a good opportunity for travel by public transport to and from the site using the many services available.
- 2.22 There is a large catchment area within a convenient walking distance of the proposed site and a sizeable area within a convenient cycle distance, providing a real opportunity for adults and pupils to travel to and from Masjid Quba without the use of a car.

### 3.0 TRAVEL PLAN COORDINATOR

3.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including establishing the measures contained in this report, travel surveys and the future monitoring and the review process.

3.2 The TPC will be in place before the site is in operation, so that travel information can be prepared and included in promotional literature to prospective staff. If the TPC changes, Kirklees Council (KC) will be advised of the relevant changes and contact details.

3.3 The TPC will work closely with KC to ensure a partnership approach is adopted and the TP accords with the requirements set out by Kirklees Highways.

#### **Budget**

3.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the TP. The ongoing cost of providing a TPC will be funded by the site developer throughout the TP implementation period.

#### **Contact Details of the TPC**

3.5 At this stage, Bryan G Hall will be the primary contact for this TP during the interim period prior to the formal appointment of the TPC by the site developer. The contact details for the interim TPC are as follows:

Travel Plan Coordinator  
(ref: Healey Lane, 21-382)  
Bryan G Hall  
Suite E15, Josephs Well, Hanover Walk  
Leeds LS3 1AB  
Email: [tpc@bryanghall.co.uk](mailto:tpc@bryanghall.co.uk)  
Telephone: 0113 246 1555

## 4.0 TARGETS AND MONITORING

- 4.1 One of the major indicators by which the success of the TP will be measured is through the delivery of a modal shift towards sustainable modes of transport. Baseline modal split proportions will be first identified before realistic targets can be set and used to measure any shift in travel patterns amongst visitors.
- 4.2 The baseline modal shift proportion will be determined using the results of a staff and visitor travel survey which is to be undertaken three months after occupation. Targets will be established from the baseline surveys and monitoring will continue annually following occupation of the extension.
- 4.3 It is standard practice to aim for a 10% reduction in travel by single occupancy vehicle journeys over a 5 year period with a subsequent increase in the use of sustainable modes.
- 4.4 When annual surveys are undertaken, progress towards modal shifts will be measured and an increase in using sustainable modes of travel will be reviewed and compared to the baseline modal split data. The TPC will aim to achieve at least a 50% response rate amongst staff and visitors. Feedback from staff can be captured by their awareness, understanding and engagement with the TP.

### Objectives

- 4.5 In addition to the modal split targets, the objectives of this TP will actively be pursued as the TP is implemented, as detailed below:
- To reduce the impact of the site on local congestion and any localised parking within the site;
  - To reduce the environmental impact of site related travel, and promote commitment to environmental values;
  - To reduce the need for unnecessary car travel to the site through the promotion of suitable and reliable alternatives to the private car; and
  - To raise awareness amongst staff, worshipers and children of the detrimental impacts of car use in order to encourage the use of alternatives.
- 4.6 This TP will initially seek to achieve these targets through measures described in Chapter 5. The main indicator of progress towards the targets will be the results of the travel surveys, along with other indicators such as participation in travel events

promoted by the TPC and the like. The targets will be agreed with KC following baseline surveys and adjusted accordingly.

## 5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

- 5.1 It is acknowledged that no single measure will meet the needs of all staff, worshippers or pupils, therefore a package of measures has been prepared so that staff, worshippers and pupils can pick and choose the most appropriate measures for their circumstances. Given the location of the site, within the Batley local centre with large residential areas within walking distance of the site, the measures outlined below focus initially on promoting access between these surrounding residential areas and the mosque.
- 5.2 The uptake of any measures will be monitored and reviewed to ensure that they continue to be meaningful and effective. The measures should not be considered fixed, nor are they an exhaustive list. Measures will be adapted to reflect national and local initiatives, guidance and best practice.

### **Measure 1** **Site Specific Travel Information Board**

A site-specific travel information board will be prepared and placed within a prominent location on-site. Providing this information in a readily accessible area for staff and worshippers can assist in site wide recognition and cooperation with the plan and aspirations for travel. The guide will include maps showing walking routes and facilities, locations and routes to bus stops, cycle routes and other places of interest in the local areas. The maps will be annotated to show distances and average walk/cycle times.

Similarly, up-to-date information on electric bikes, cars and scooters will be included as part of the information board.

#### **Electric Bikes**

An electric bike is just like a standard bicycle, but with an electric motor and battery attached. It can make for faster journey times and easier travel in windy, uphill conditions on a bike. The use of electric bikes will be promoted on the travel information board with details of local shops provided where possible.

#### **Electric Cars**

The use of electric cars will be promoted within the travel information board. Power points that can facilitate electric vehicle charging will be provided within the curtilage of the school. There will be four electric vehicle charging spaces to be provided which accords with the standards.

### **Electric Scooters**

Although private electric scooters are not yet legal on UK roads, the TPC will monitor this situation and provide up to date information if and when laws are changed.

### **Measure 2 Personalised Travel Planning**

All staff, worshippers and carers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the TPC.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example, identifying where the closest bus services travel to, and local walking and cycling options.

Through discussion with staff and members of the mosque, the TPC will establish the preferred method of communication going forward. This will allow the TPC to tailor the approach to suit members of the mosque and masjid at the development and ensure that the information provided is accessible.

This measure will be available on a face-to-face basis for those staff and visitors who choose this option.

### **Measure 3 Periodic Travel Newsletter**

As a means of updating staff and attendees of national and local events and periodic campaigns, travel newsletters will be prepared and distributed.

The travel newsletter will be produced and distributed at least twice per year, or more frequently if required, in order to report any travel related items of interest. The letter will also advertise events such as general meetings and will request feedback in order to judge demand for such events.

The newsletter could include, but not be limited to the following:

- Latest government advice regarding walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of local Car Share scheme- <https://liftshare.com/uk>
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);

- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week / National Liftshare Week

#### **Measure 4**

##### **Public Transport Taster Tickets**

The TPC will explore the possibility of obtaining free public transport taster tickets by holding discussions with KC, WY Metro and local bus operators.

Should free public transport taster tickets be obtained, these will be distributed to staff and visitors with the view of increasing public transport use.

#### **Measure 5**

##### **West Yorkshire Travel Plan Network**

The TPC will register the development with the West Yorkshire Travel Plan Network. This is a free network operated by the West Yorkshire Local Authorities and Metro, membership offers include a discount of company Metrocards as well as other incentives that will be investigated.

#### **Measure 6**

##### **Cycle User Group**

The proposed development will include 6 Sheffield stands in the car park, providing room for 12 bikes to be stored. The TPC will promote and arrange a cycle user group to encourage cycling.

This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow users to connect with others who are interested in cycling.

The cycle user group will meet every 6 months and will be promoted within the newsletter and travel information board prior to each meeting.

#### **Measure 7**

##### **Measures to encourage car sharing**

The TPC will promote car sharing through the newsletters and travel information board. The TPC will inform staff and visitors of the web-based Liftshare scheme at [liftshare.com/uk](http://liftshare.com/uk). Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. Consideration will be given to setting up a site-specific car share scheme, whereby staff and visitors can share their details, with journey matches facilitated by the TPC.

#### **Measure 8**

##### **Electric Vehicle Charging Points**

The mosque and madrasa will be provided with fourteen electric vehicle charging points within the curtilage of the property. This will provide appropriate charging facilities for any staff or visitors travelling to the site with an electric vehicle and ensure there is no barrier to this mode of travel.

5.3 The following are other potential measures that the TPC could explore, should worshippers express interest in additional measures:

- Contact a nearby cycle store to discuss options for providing discounts to future staff and visitors, for the purchase of bicycles, clothing and other accessories;
- Contact a nearby cycle store to discuss holding a bicycle maintenance event at the site; and
- Contact a nearby sportswear store to discuss options for providing discounts to future staff and visitors, for the purchase of walking, running and other sports clothing accessories.

5.4 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 5.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking this action.

Table 5.1 – Initial Action Plan

Action	Date	Responsibility	Progress to Date
Appoint Travel Plan Coordinator	Prior to first occupation	Developer	Bryan G Hall appointed as interim
Prepare Travel Information Board	Prior to first occupation	Travel Plan Coordinator in conjunction with KC	To be completed prior to occupation
Undertake personalised travel planning	Within 1 month of occupation	Travel Plan Coordinator	To be offered within one month of occupation
Prepare travel newsletter	Every 6 months	Travel Plan Coordinator	To be completed within six months of occupation
Public transport taster tickets	Within 1 month of occupation	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Promote sustainable travel to the madrasa	On first occupation to be promoted within the travel information board and newsletters	Travel Plan Coordinator	To be promoted in travel information board and newsletters
Provide measures to encourage walking	During construction and on first occupation to be promoted within the travel information board and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel information board and newsletters
Provide measures to encourage cycling (Cycle User Group)	During construction and on first occupation to be promoted within the travel information board and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel information board and newsletters
Provide measures to encourage car sharing	On first occupation to be promoted within the travel information board and newsletters	Travel Plan Coordinator	To be promoted in travel information board and newsletters
Undertake travel surveys/multi-modal count	Baseline survey and multi-modal count to be undertaken within 3 months of first occupation. This will be repeated annually for a period of 5 years.	Travel Plan Coordinator	To be completed within three months of occupation
Review Travel Plan/Action Plan	Annually	Travel Plan Coordinator in conjunction with KC	Ongoing throughout the monitoring period

# APPENDIX TP 1

Use figured dimensions only. DO NOT SCALE.  
 All dimensions are in millimetres unless noted otherwise.  
 All levels are in metres above ordnance datum unless noted otherwise.  
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.  
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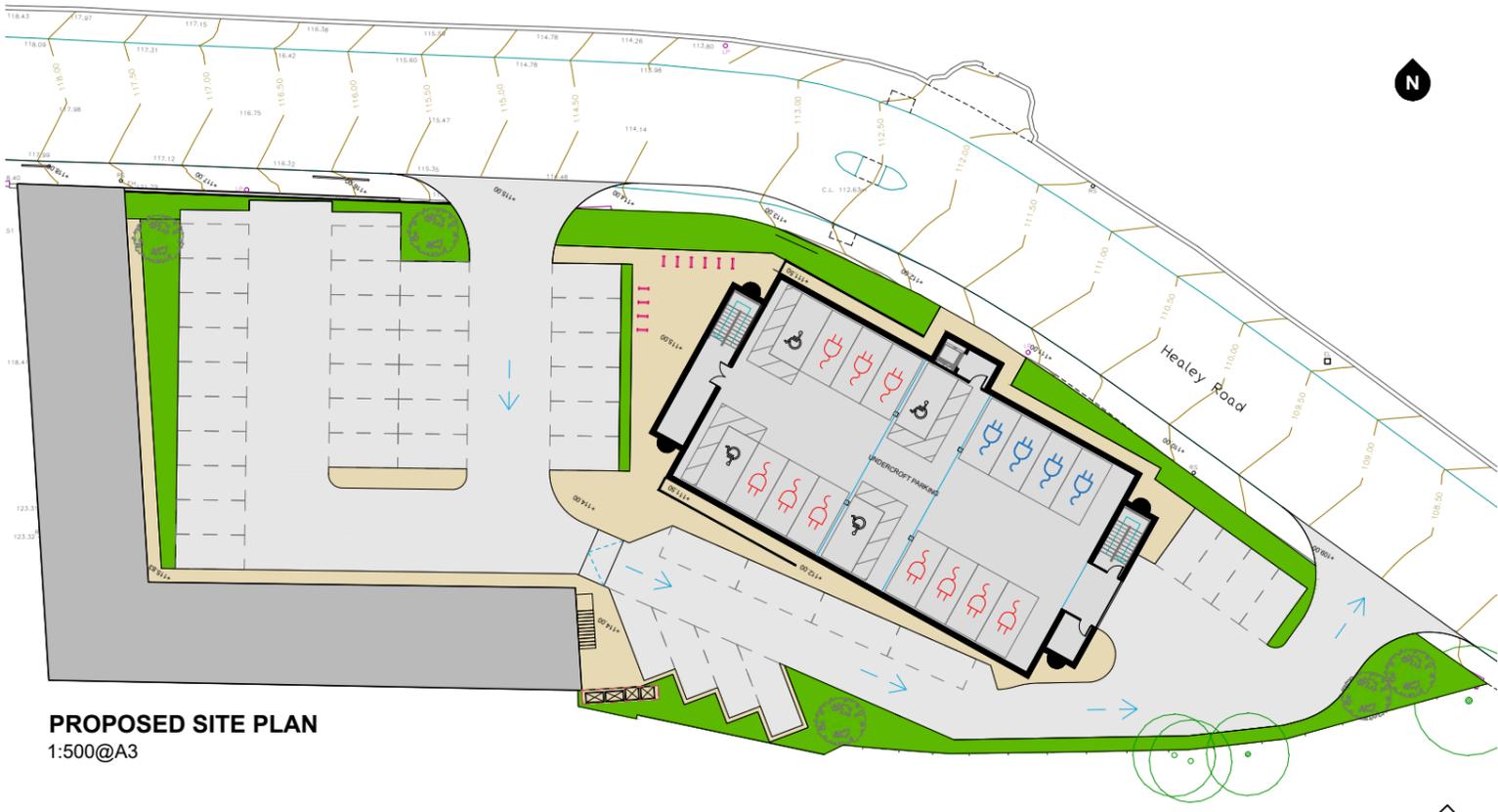
**NOTES:**

**SITE AREA**  
 3045 SQM  
**EXISTING GROSS INTERNAL FLOOR AREA**  
 1968 SQM  
**PROPOSED GROSS INTERNAL FLOOR AREA**  
 CONVERSION 878 SQM  
 NEW-BUILD 1620 SQM  
**TOTAL 2498 SQM**

**EXISTING PARKING:**  
 OFF STREET PARKING SPACE: 29  
**PROPOSED PARKING:**  
 OFF STREET PARKING SPACE: 59  
 BICYCLE SPACES: 10



**EXISTING SITE PLAN**  
 1:500@A3



**PROPOSED SITE PLAN**  
 1:500@A3

**KEY**

- SITE BOUNDARY
- EXISTING
- PROPOSED
- HARD LANDSCAPING WORKS**
- TARMACADAM
- BLOCK PAVING
- BOUNDARY TREATMENT**
- 375MM HIGH BRICK WALL
- 1.8M TIMBER FENCE
- SOFT LANDSCAPING WORKS**
- PROPOSED SEMI-MATURE TREE
- EXISTING TREES TO BE RETAINED
- LAWN AREAS
- LOW LEVEL SHRUBS
- HIGHWAYS**
- ♿ 4x ACCESSIBLE PARKING SPACE
- ⚡ 4x ACTIVE EV SPACE
- 🚲 10x PASSIVE EV SPACE
- I 10x SHEFFIELD STANDS

**KUFIC ARCHITECTS**  
 Suite 24 Batley Business Park, Technology Drive, Batley WF17 4ER  
 Tel: 01924 694 404  
 info@kufic.co.uk  
 www.kufic.co.uk

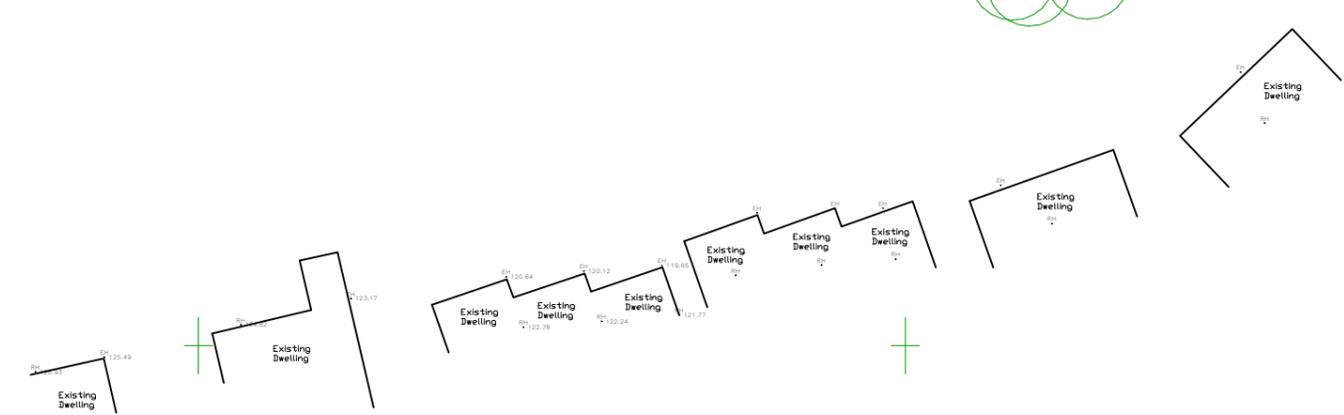
**PROJECT:**  
 MASJID QUBA, HEALEY LANE, BATLEY

**TITLE:**  
 REDEVELOPMENT OF MOSQUE COMPLEX WITH DEMOLITION AND PART CHANGE OF USE OF WORKSHOPS TO ANCILLARY BUILDING

**DESCRIPTION:**  
 SITE PLAN

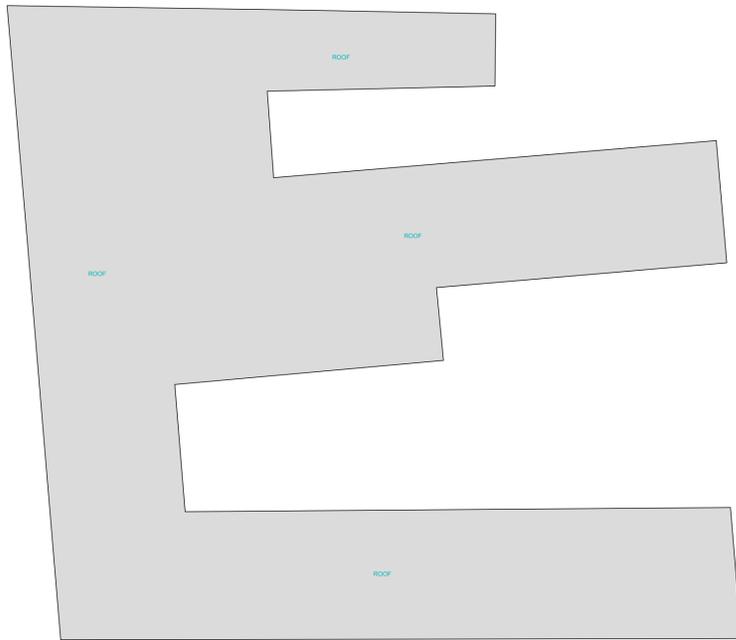
**DATE:** 9/7/23 **DRAWN:** HED  
**SCALE:** 1:500 **CHECKED:** YA

**DRAWING REF:** 21185-D02-A **REV:**

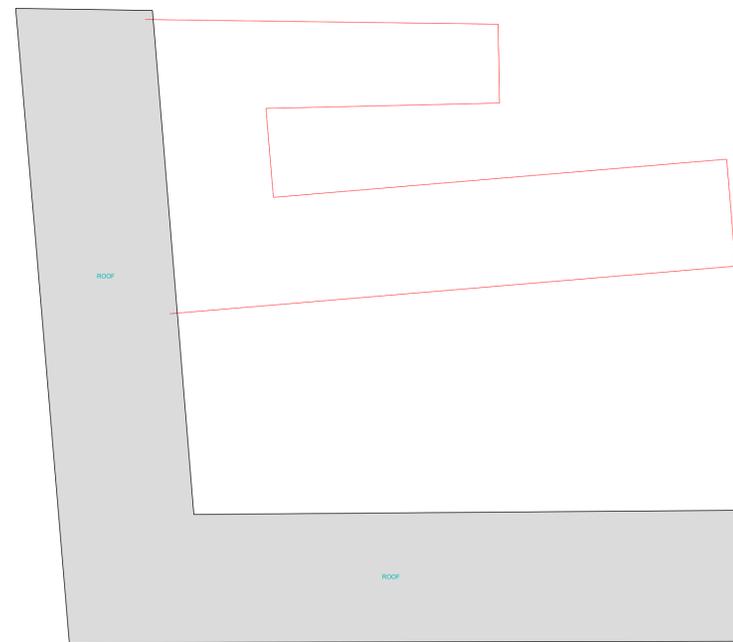


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 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.  
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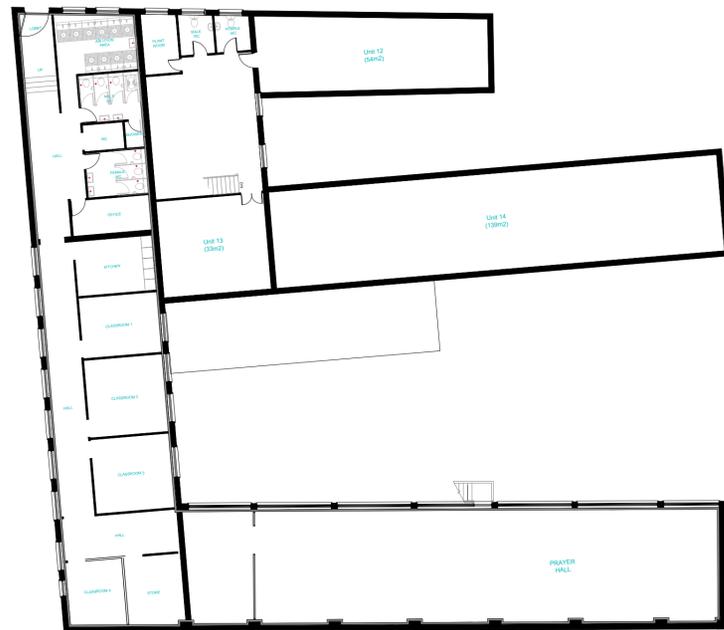
NOTES:



EXISTING ROOF PLAN (1:200@A1)



PROPOSED ROOF PLAN (1:100@A1)



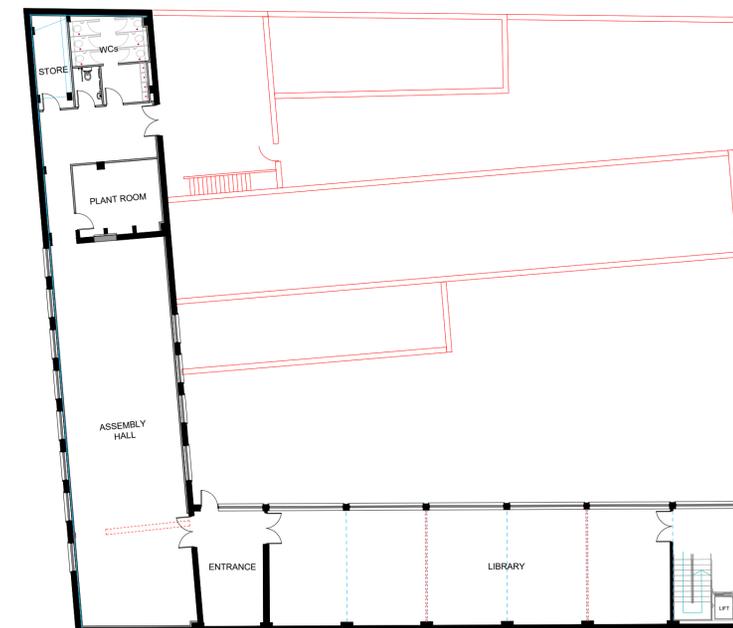
EXISTING FIRST FLOOR PLAN (1:200@A1)



PROPOSED FIRST FLOOR PLAN (1:100@A1)



EXISTING GROUND FLOOR PLAN (1:200@A1)



PROPOSED GROUND FLOOR PLAN (1:100@A1)

**PRELIMINARY -  
FOR COMMENT**

**KUFIC ARCHITECTS**

Suite 24 Batley Business Park, Tel: 01924 694 404  
 Technology Drive, info@kufic.co.uk  
 Batley WF17 6ER www.kufic.co.uk

**PROJECT:**  
 MASJID QUBA, HEALEY LANE, BATLEY

**TITLE:**  
 REDEVELOPMENT OF MOSQUE COMPLEX  
 WITH DEMOLITION AND PART CHANGE OF USE  
 OF WORKSHOPS TO ANCILLARY BUILDING

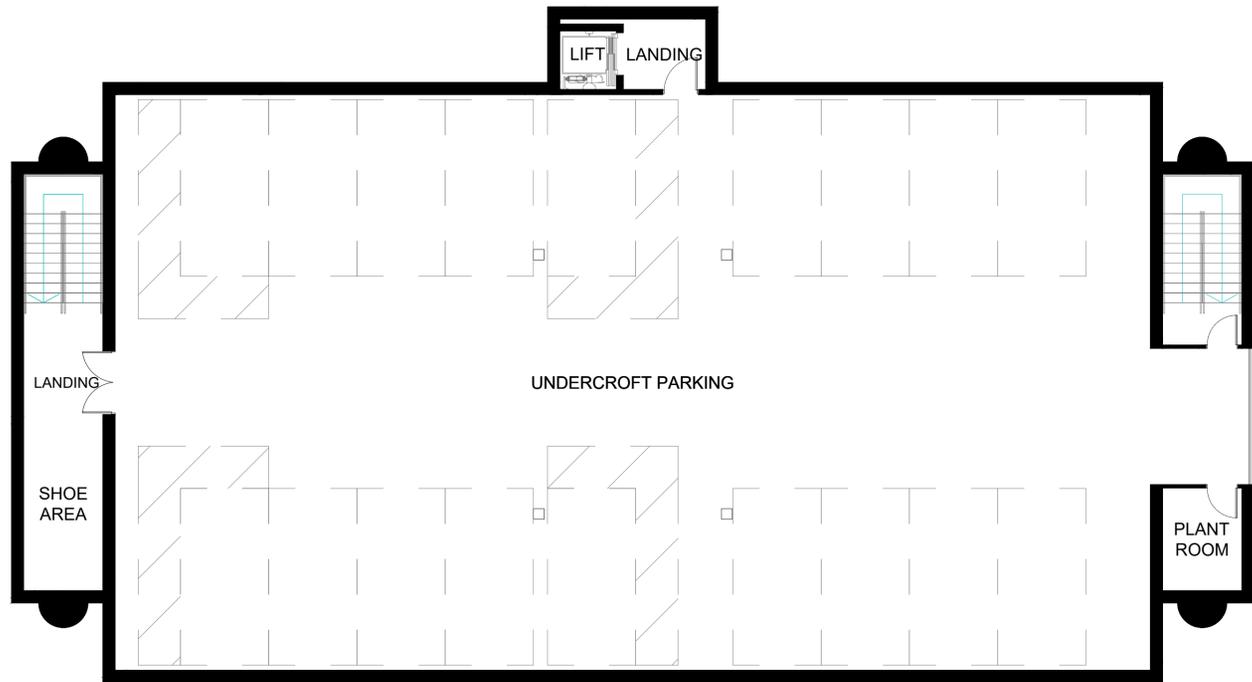
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 ANCILLARY BUILDING PLANS

**DATE:** 21.04.24 **DRAWN:** HD  
**SCALE:** 1:200 @ A1 **CHECKED:** YA

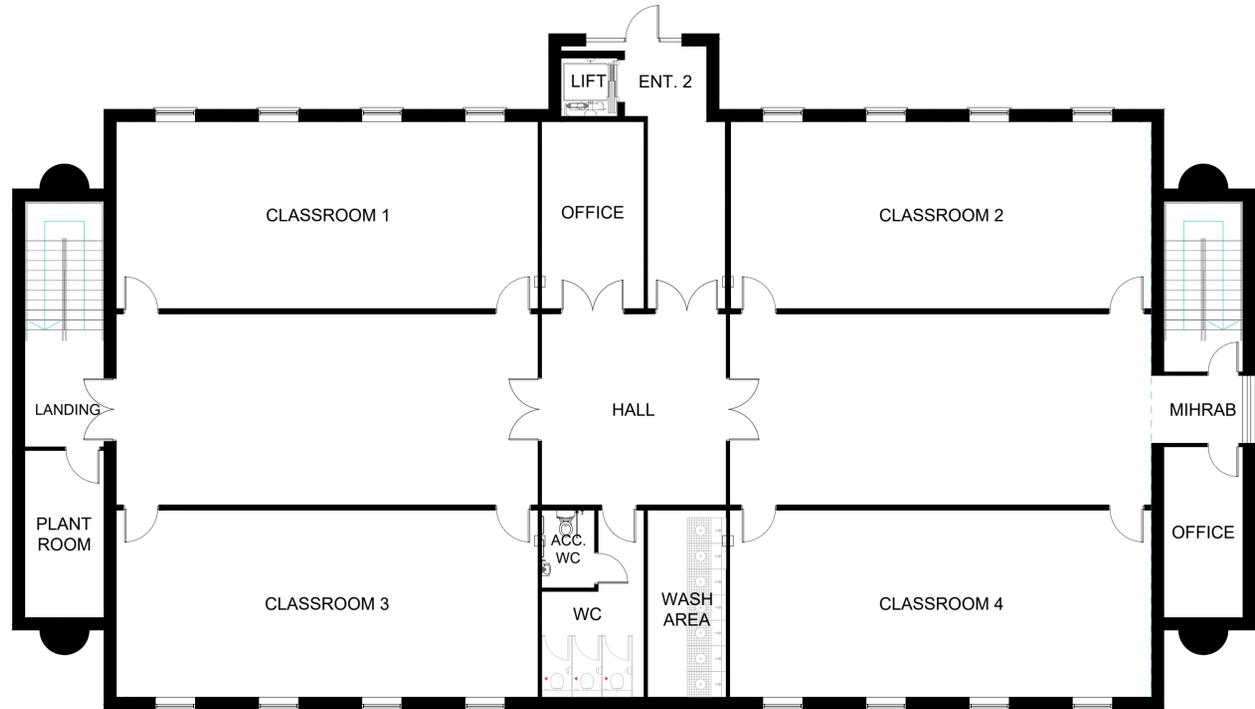
**DRAWING REF:** 20185-K14-A **REV:**

Use figured dimensions only. DO NOT SCALE.  
 All dimensions are in millimetres unless noted otherwise.  
 All levels are in metres above ordnance datum unless noted otherwise.  
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.  
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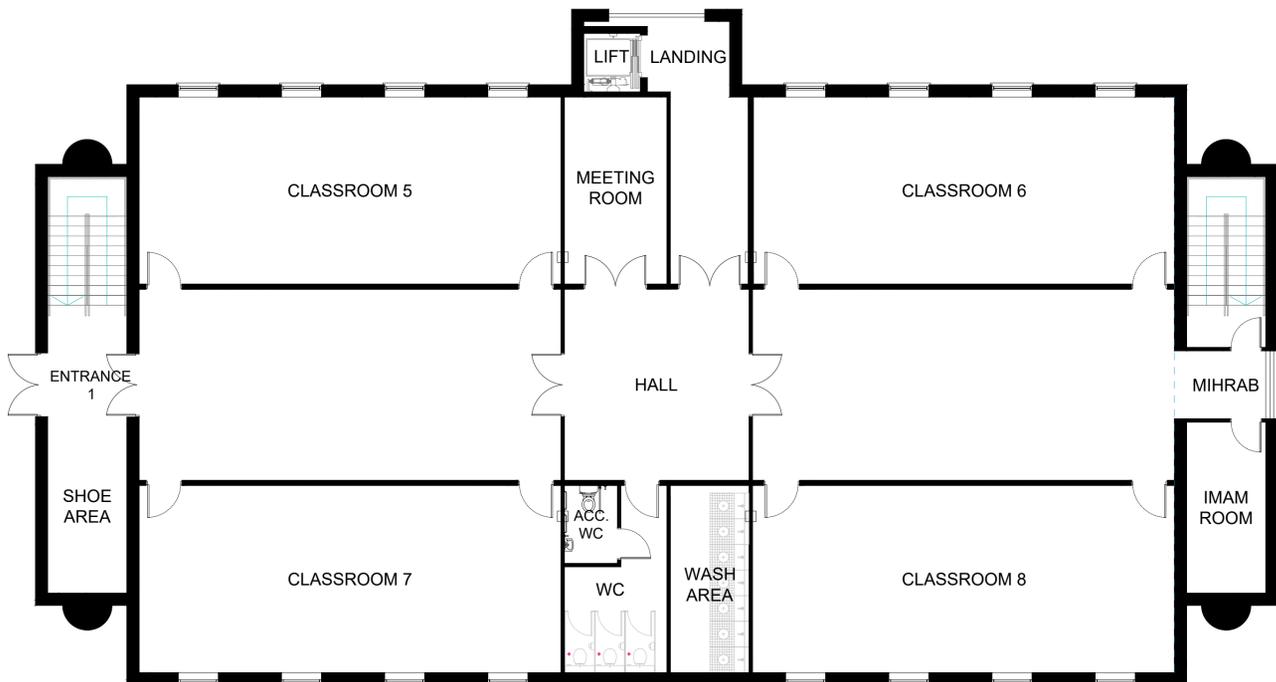
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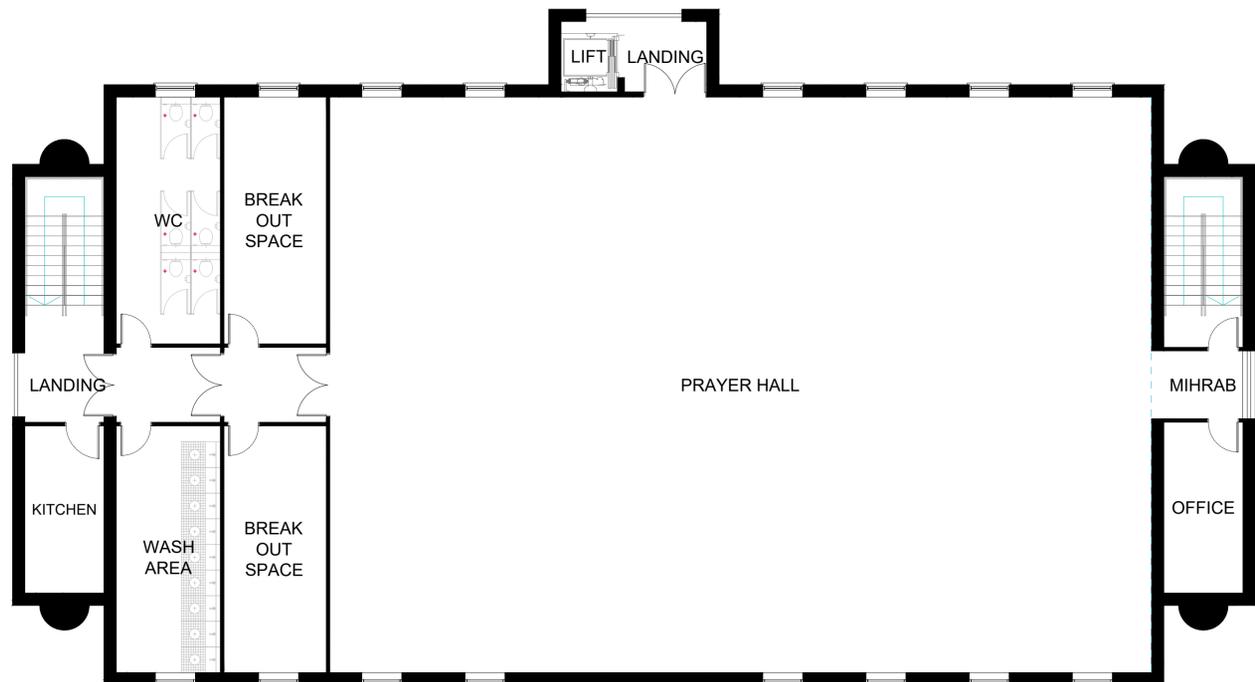
PROPOSED GROUND FLOOR PLAN (1:100@A1)



PROPOSED FIRST FLOOR PLAN (1:100@A1)



PROPOSED SECOND FLOOR PLAN (1:100@A1)



PROPOSED THIRD FLOOR PLAN (1:100@A1)

**PRELIMINARY -  
FOR COMMENT**

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 Technology Drive, info@kufic.co.uk  
 Batley WF17 6ER www.kufic.co.uk

**PROJECT:**  
 MASJID QUBA, HEALEY LN,  
 HEALEY, BATLEY

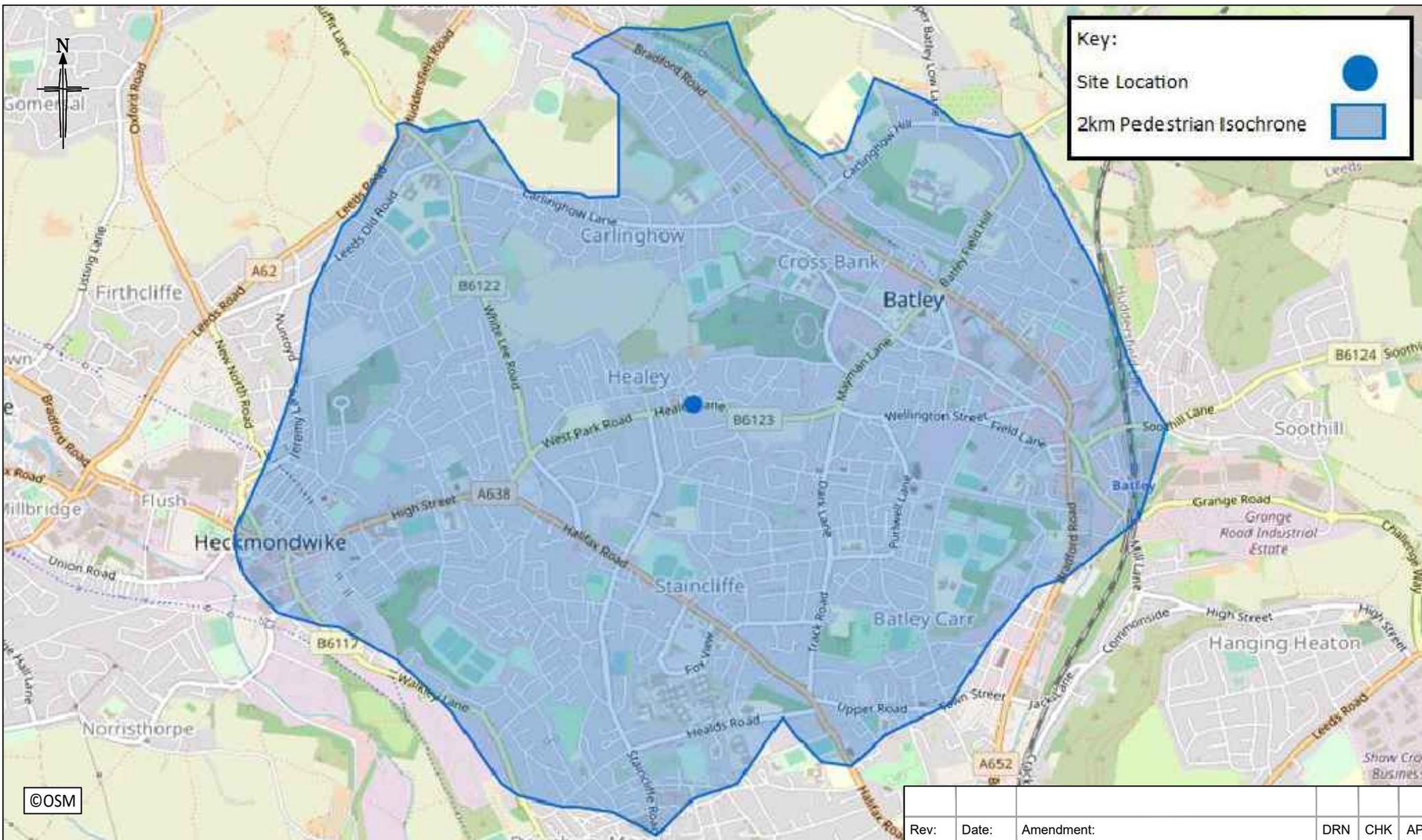
**TITLE:**  
 REDEVELOPMENT OF MOSQUE COMPLEX  
 WITH DEMOLITION AND PART CHANGE OF USE  
 OF WORKSHOPS TO ANCILLARY BUILDING

**DESCRIPTION:**  
 PROPOSED PLANS

DATE: 24.1.24 DRAWN: HD  
 SCALE: 1:100 @ A1 CHECKED: YA

DRAWING REF: REV:  
**20185-K15-B**

# APPENDIX TP 2



# BRYAN G HALL

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LONDON T 0203 5532336



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[Bryan G Hall](http://Bryan G Hall)

Title: 2 KILOMETRE WALKING ISOCHRONE

Client: HEALEY ISLAMIC TRUST

Scale: N.T.S. Size: A4 - 297 x 210

Project: HEALEY LANE, BATLEY

Drawn: AH

Chkd: GH

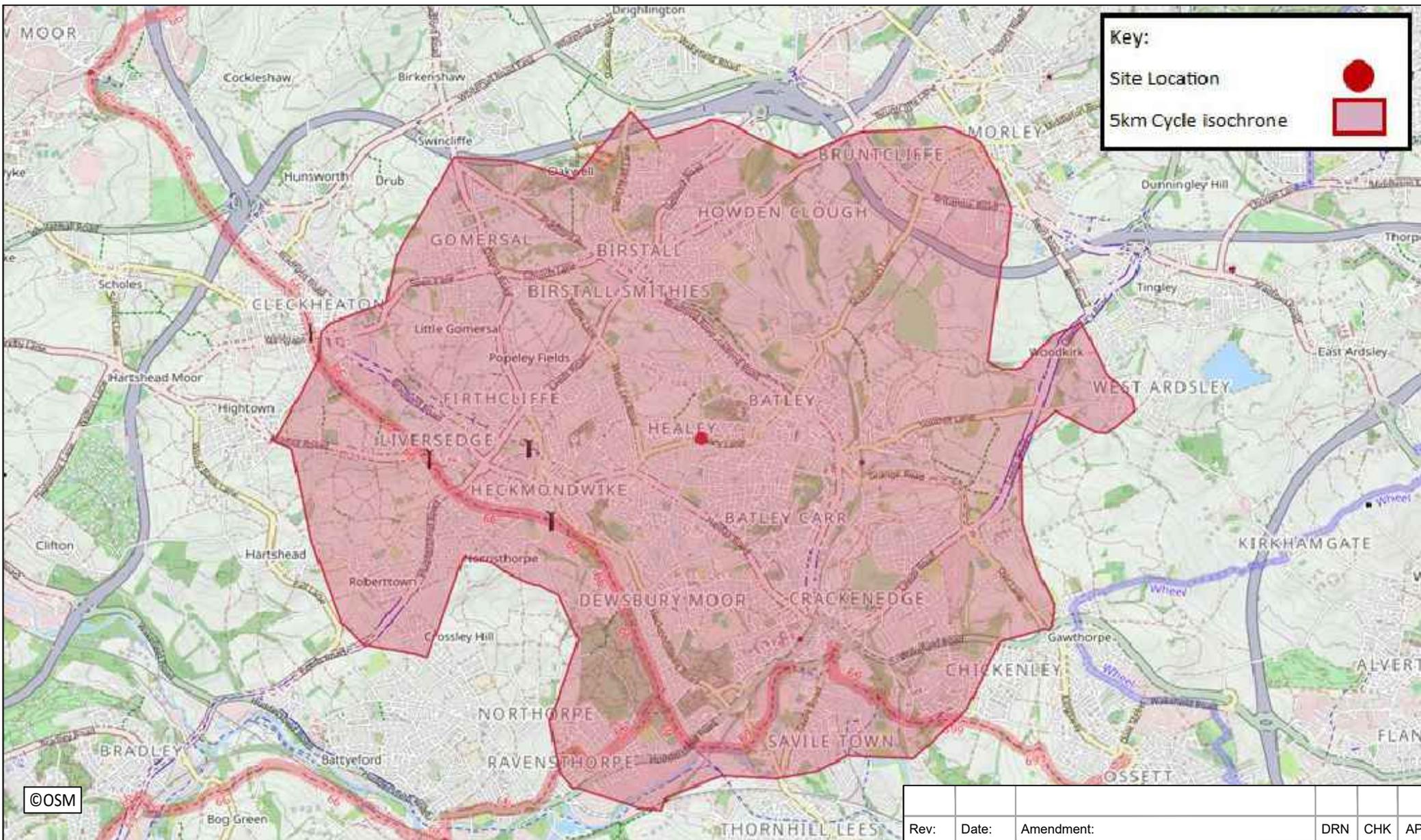
Appvd: GWB

Drawing No: 21/382/ACC/001

Revision: -

Job No: 21-382

Date: 18/11/2021



Rev:	Date:	Amendment:	DRN	CHK	APR
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Title: 5 KILOMETRE CYCLING ISOCHRONE

Client: HEALEY ISLAMIC TRUST

Scale: N.T.S.

Size: A4 - 297 x 210

Project: HEALEY LANE, BATLEY

Drawn: AH

Chkd: GH

Appvd: GWB

Drawing No: 21/382/ACC/002

Revision: -

Job No: 21-382

Date: 18/11/2021

Bryan G Hall Limited

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