



Proposed Mosque and Madrasa Healey Lane, Batley

Transport Statement

August 2024

PROPOSED MOSQUE AND MADRASA
HEALEY LANE
BATLEY

HEALEY ISLAMIC TRUST

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) to support a planning application by the Healey Islamic Trust for a new mosque and madrasa at the existing Masjid Quba site at Healey Lane, Batley.
- 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.
- 1.3 The site is bound to the north and east by Healey Lane and by residential properties to the south and west.
- 1.4 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.
- 1.5 The existing Masjid Quba has a mosque and madrasa element to it. It is understood that Masjid Quba presently has some 150 regular worshippers and 60 pupils.
- 1.6 The location of the site and the existing uses are shown in Figure 1.1.

Figure 1.1: Site Location



- 1.7 The development proposals are for a new 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.
- 1.8 A new surface level car park will be provided on the site including a ground floor car park underneath the new building.
- 1.9 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.
- 1.10 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. The proposed site layout drawings are provided at **Appendix BGH1**.
- Planning History**
- 1.11 A change of use application was submitted to Kirklees Council (KC) for development at the site in June 2015 which sought a “Change of use from B1 / A1 commercial unit to D1 & D2 prayer room and religious education centre and formation of a car park” (planning application reference: 2015/62/91865/E). This application was approved by KC in December 2015 and has subsequently been implemented.
- 1.12 The previous permission allowed for a total capacity of 50 worshippers and 30 pupils at the Masjid Quba site.
- 1.13 There is therefore an acknowledgement in principle that Class F1(f) Public Worship or Religious Instruction is acceptable at the site.
- 1.14 Details of this previous application are provided at **Appendix BGH2**.
- 1.15 Pre-application advice was sought from KC by the applicant for a previous scheme which was for new educational facilities on the site. KC Officers then responded on the 28th July 2022 with a series of comments relating to highways issues and requested further information including:

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

1.16 The pre-application response is attached at **Appendix BGH3**. The elements of the pre-application response which are still relevant to this revised scheme have been addressed within this TS.

1.17 This TS demonstrates that the latest development proposals accord with relevant national and local transport planning policy and that there will be no significant residual traffic impact on the operation of the local highway network. It also demonstrates that the development will promote road safety and sustainable modes of travel, which are consistent with relevant policy guidance.

Report Structure

1.18 Following this introductory section, this report contains the following sections:

Table 1.1
Transport Statement Report Structure

Section	Title	Description
2.0	Relevant planning and transport policy	This section will set out the local and national policy relevant to the application site.
3.0	The application site and the existing highway network	This section will describe the existing site, the local highway network and its function. It will also assess local collision records in order to understand any local accident trends or network deficiencies.
4.0	Sustainable transport	This section will describe the existing situation in the vicinity of the site with regards to the opportunities for pupils, worshippers and staff to travel by walking, cycling and public transport.
5.0	Development proposals	This section describes the proposed development.
6.0	Trip generation	This section discusses the first principles approach to trip generation undertaken at the site.
7.0	Summary & Conclusions	This section presents a summary and the conclusions drawn from the analysis contained within this Transport Statement

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development, which the document indicates is at the heart of the NPPF and an important consideration in the decision making process (paragraph 11).
- 2.2 In relation to transport, the NPPF states at paragraph 109 that significant 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. This can help to reduce congestion and emissions, improve air quality and public health. It is noted however that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account.
- 2.3 The NPPF indicates that all developments that generate significant amounts of movement should be supported by a TS or Transport Assessment (NPPF para 117) and the decision making process should take account of whether:
- “Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- Safe and suitable access to the site can be achieved for all users;*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (NPPF para 114)”.*
- 2.4 Paragraph 115 of the NPPF, states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.
- 2.5 Development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to, inter alia:

- Give priority first to pedestrian/cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (NPPF paragraph 116).

2.6 This TS has been prepared in accordance with the policies outlined within the NPPF.

Planning Practice Guidance

2.7 Planning Practice Guidance (PPG) is linked to the National Planning Policy Framework. The aim of the PPG is to help simplify the planning system in England and replace a number of historic guidance notes.

2.8 The updated PPG covers Transport in two sections, the first being ‘Transport evidence bases in plan making’ alongside ‘Travel plans, transport assessments and statements in decision taking’. The relevant guidance to this TS is contained within the latter of the two documents and is summarised below.

2.9 Paragraph 2 states that:

“...Travel Plans; Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements”.

2.10 Paragraph 15 sets out the information which should be included within a TS, and Paragraph 7 describes how the report should be proportional to the scale of the proposals with details agreed with the local highway authority.

Local Policy

Kirklees Local Plan

- 2.11 The Kirklees Local Plan was adopted on 27th February 2019. The adopted documents include the 'Strategy and Policies' document as Part 1 and the 'Allocations and Designations' document as Part 2.

Kirklees Local Plan Strategy and Policies Document

- 2.12 The KC Strategy and Policies document forms Part 1 of the Local Plan and sets out the policies necessary to guide development in Kirklees for the period 2013 – 2031. It sets out strategic objectives to guide development and sets out a spatial strategy to define how development will be accommodated across the district.

- 2.13 Policy LP1 of the Local Plan is entitled 'presumption in favour of sustainable development' and states:-

"...When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

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..."

- 2.14 Policy LP20 of the Local Plan is entitled 'sustainable travel' and states:-

"...New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements.

...Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel Plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained...

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- *Pedestrians*
- *Cyclists*
- *Public transport*
- *Private vehicles*

2.15 Policy LP21 of the Local Plan relates to ‘highways and access’ and states that:-

“Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

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.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- *Ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- *Where needed, provide new infrastructure or improvement on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*

- *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 and light restrictions;*
- *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;*
- *Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- *Take into account access for emergency, service and refuse vehicles;*
- *Provide on-site safe, secure and convenient cycle parking / storage facilities to encourage sustainable travel modes.”*

Summary

2.16

This TS has been written with regard to the national transport planning policy requirements described above and with regard to the local planning policy requirements set out by KC. The proposed development is in accordance with these policies.

3.0 THE APPLICATION SITE AND THE EXISTING HIGHWAY NETWORK

The Application Site

- 3.1 The site is located within the predominantly residential area of Healey, which lies approximately 1 kilometre west of Batley town centre. At present, the site is occupied by the existing Masjid Quba, a number of commercial units and a car park serving Masjid Quba.
- 3.2 The site is bound to the north and east by Healey Lane and by residential properties to the south and west. A site location plan is provided in the previous section at Figure 1.1.
- 3.3 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.
- 3.4 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 permanently.
- 3.5 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.
- 3.6 The 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.
- 3.7 The existing Masjid Quba has 150 worshippers and 60 pupils.

The Existing Highway Network

- 3.8 Healey Lane runs in an east - west alignment along the site's northern boundary between West Park Road and the traffic signalled junction of Mayman Lane, Wellington Street and Clerk Green Street. Healey Lane rises in gradient as it runs from east to west along the site frontage.
- 3.9 Approximately 20 metres to the east of the site, Healey Lane passes a junction with Hayburn Road and Throstle Nest. Traffic on Healey Lane has priority and there are ghost island right turn junction markings to assist right turning traffic.

3.10 In the vicinity of the site, Healey Lane has a carriageway width of approximately 8.5 metres and has central hatching along its length. There are 'SLOW' markings on the eastbound side of the road. Healey Lane is bordered by footways to both sides which are approximately 1.8 metres in width.

3.11 There is a pedestrian refuge island which has the benefit of tactile paving and dropped crossings at the point that Healey Lane changes alignment. There are also parking spaces marked out for two blue badge users outside the entrance to the mosque along with a short length of guard rail. Healey Lane is in good condition and all road markings clearly visible.

3.12 To the west, Healey Lane runs into West Park Road and forms a signalised crossroads junction with White Lee Road, Batley Road and Common Road some 760 metres to the west of the site.

Traffic Surveys

3.13 In order to determine the existing trip generation of the Masjid Quba, traffic surveys have been undertaken on two different dates. A pedestrian survey was carried out at the entrance to the masjid, and an arrivals and departures vehicle survey was undertaken at the car park. Further analysis has been undertaken by BGH to assess the number of drop-off and pick-up trips on Healey Lane. This was carried out by reviewing the video footage from the pedestrian surveys on Healey Lane.

3.14 These surveys were undertaken on 19th October 2022 and 26th January 2023, these dates were chosen to ensure that the surveys are representative of busy periods of the Muslim calendar. The evening vehicular peak hour was identified as occurring between 4:45pm and 5:45pm. The peak hour was calculated from the average of the two surveys to ensure that the busiest period for vehicles associated with the masjid is assessed and that the data is reliable.

3.15 Only the evening peak period was surveyed as the madrasa element is not open in the mornings therefore the trip generation is greater in the evenings when both the madrasa and the mosque are open. The survey data is attached at **Appendix BGH4**.

3.16 Table 3.1 contains both the vehicular trip generation and the total people trip generation of the existing masjid for the vehicle peak hour of between 4:45pm and 5:45pm. The vehicular trips include vehicle trips at both the car park and drop-offs on Healey Lane. The reported numbers are the average values from both surveys.

Table 3.1: Existing Masjid Pedestrian Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Vehicular	30	31	61
Total People	76	52	127

3.17 Table 3.1 shows on average across the two survey days there are 61 two-way vehicle trips during the survey, with 30 arrivals and 31 departures during the evening peak hour. 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. This survey counted people going into and out of the masjid i.e. the mosque and the madrasa, but it was not possible to assign these to a specific mode of transport.

Catchment of the Development

3.18 In addition to these surveys, postcode information has been obtained from the Healey Islamic Trust in order to understand where current pupils of the masjid live. This was done in order to respond to a specific request by KC.

3.19 The Healey Islamic Trust has provided post code information of the current pupils which attend the madrasa. The 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.

3.20 The plan at **Appendix BGH5** shows the distribution of the pupils in the vicinity of the site. The plan shows that 55% of pupils presently come from the 'WF17 7' postcode area and therefore walking to and from the site accompanied by carers is clearly a very convenient and safe mode of travel to and from the site.

Personal Injury Collision Data

3.21 Personal injury collision data (PIC) has been requested from KC for an area along Healey Lane between the junctions of Trafalgar Street in the west and Upper Croft Road to the east for the most recent five-year period available (29th June 2019 to 28th June 2024). This PIC data is provided at **Appendix BGH6**.

- 3.22 Based on the information obtained from KC, it is noted that there have been eight PICs within the accident study area, four were classified as serious and four were recorded as slight in severity.
- 3.23 The first PIC (ref: 1418138) was recorded as slight in severity and occurred on Healey Lane immediately to the west of the existing Masjid Quba entrance. The PIC occurred as a result of the driver of an eastbound travelling car losing control and colliding with a westbound travelling car.
- 3.24 The second PIC (ref: 1134207) occurred 70 metres to the east of the previous PIC when Healey Lane bends to the south-east. This PIC was recorded as slight in severity. The PIC occurred when a westbound travelling car collided into the rear of a parked car.
- 3.25 The third PIC (ref: 1172261) occurred in the same location as the previous PIC and was recorded as serious in severity. The PIC occurred when the driver lost control of an eastbound travelling vehicle, mounted the pavement and collided with a pedestrian.
- 3.26 A further 25 metres to the east, the fourth PIC (ref: 1182979) occurred and was recorded as serious in severity. The PIC occurred as a result of the eastbound travelling car losing control and colliding with a westbound travelling car.
- 3.27 The next two PICs occurred immediately to the west of the Hayburn Road/Throstle Nest/Healey Lane crossroads junction, both PICs were recorded as slight in severity. The first PIC at this location (ref: 1274584) occurred when a westbound travelling driver attempted to avoid colliding with an object in the road and crashed into a wall on the northern side of Healey Lane. The second PIC (ref: 1085965) occurred when a driver lost control and collided with a nearby low wall.
- 3.28 The final two PICs occurred a further 170 metres to the east on Healey Lane, both of which were classified as serious in severity. The first PIC at this location (1441380) occurred as a result of parked car entering the carriageway across the path of a westbound travelling car. The second PIC (ref: 1158170) occurred when a westbound travelling car collided with two parked cars.
- 3.29 Based on data provided by KC and the frequency of the collisions recorded, there is no particular significant issue with road safety locally which would be exacerbated by the development proposals.

4.0 SUSTAINABLE TRANSPORT

4.1 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 further below.

Pedestrian Accessibility

4.2 With regard 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.

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

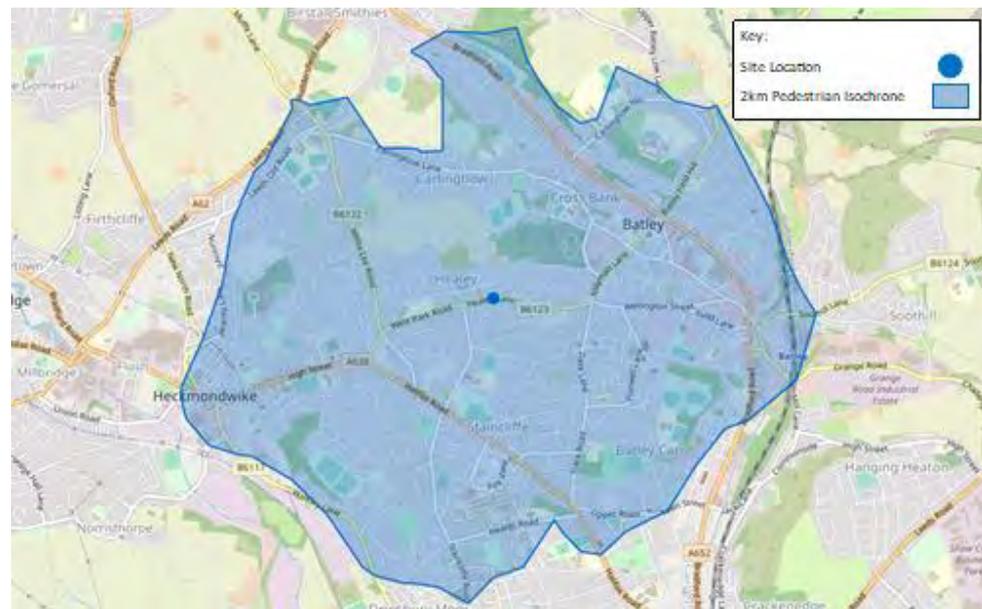
Table 4.1: CIHT Recommended Walking Distances

	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

4.4 As can be seen above, the preferred maximum walking distance for commuting / school is 2,000 metres (2 kilometres). A number of surrounding residential areas are located within the preferred maximum walking distance of 2 kilometres 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 4.1 below and is provided at **Appendix BGH7**.

Figure 4.1: 2km Pedestrian Isochrone



© OpenStreetMap

- 4.5 Given the existing, established nature of Masjid Quba, it is acknowledged that the pedestrian routes to the site are well-established locally, particularly for local residents.
- 4.6 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 facilitates a safe crossing point for families living to the north of the site.
- 4.7 Families living in areas to the west, such as those living in Heckmondwike, can walk to the site by following the A638 High Street in a north east direction. The footways along the A638 are located on both sides of the carriageway, are lit, and facilitate a number of safe pedestrian 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.
- 4.8 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 users 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.

4.9 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.

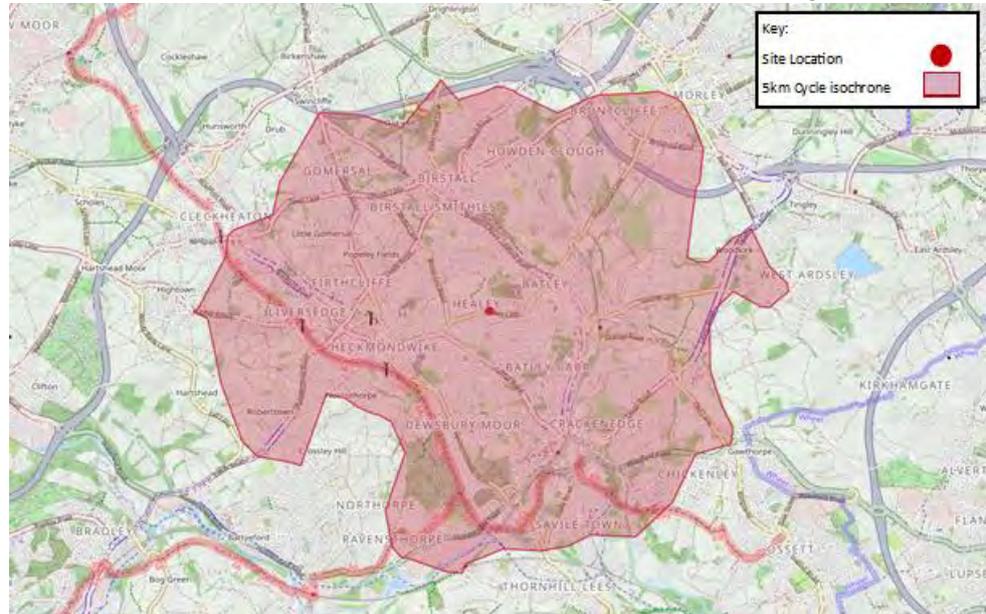
4.10 As has been demonstrated, there are a number of pedestrian routes to the site which are well-established given the existing nature of Masjid Quba. It is considered that given the large local catchment of the masjid and the development proposals, that travel to the site on foot will continue to be a popular travel choice for pupils and general visitors of all ages traveling to the masjid.

Cycle Accessibility

4.11 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.

4.12 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 4.2 below and is also provided at **Appendix BGH7**.

Figure 4.2: 5km Cycle Isochrone



© OpenStreetMap

4.13 Healey Lane is an advisory cycle route which runs in a westerly direction towards Heckmondwike, a town 1.5 kilometres southwest of the masjid.

4.14 Using the advisory cycle route, cyclists can join onto the Spen Valley Greenway which is a National Cycle Route in 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 south west direction until becoming 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 Accessibility

Bus

4.15 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 4.2. 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 4.2: 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

4.16 The nearest public bus stop, for eastbound travel, is 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. Both the east and westbound stops are in lane bus stops featuring a bus shelter, flag and pole. Table 4.3 below details the bus services which use these bus stops, their routes and their frequencies.

Table 4.3: 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)

4.17 It can be seen above that 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.

Rail

- 4.18 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 reaching Station Road. Visitors would then follow Station Road in a south-east direction to reach 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.
- 4.19 Facilities at Batley station include a waiting area, ticket machine, customer help points and timetable information. The railway station provides services to a number of destinations including Leeds, Manchester and Wigan.

Summary

- 4.20 The development site is well located to encourage journeys by all modes of sustainable transport.
- 4.21 The existing bus stops on Healey Lane 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.
- 4.22 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.

5.0 DEVELOPMENT PROPOSALS

Proposed Site Layout

- 5.1 The development proposals are for a new mosque and madrasa on the existing Healey Lane site. The proposals consist of a new four storey building which will occupy the eastern portion of the site, the repurposing of the existing mosque building at the western side of the site to provide ancillary community facilities and the demolition of the existing commercial units on the site immediately to the east of the existing masjid building.
- 5.2 The new four storey building will comprise of the following:
- Ground Floor - parking;
 - First Floor - four classrooms for the madrasa and ancillary uses;
 - Second Floor - four classrooms for the madrasa and ancillary uses; and
 - Third Floor - mosque and ancillary uses.
- 5.3 The existing Masjid Quba has a capacity for 150 worshippers at present. As part of the proposals, a new mosque will provide a capacity for 252 worshippers. This represents an increase in worshippers of 102 which is a 68% increase.
- 5.4 The existing Masjid Quba 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.
- 5.5 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 the traditional peak hours of 5:00pm-6:00pm.
- 5.6 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.

- 5.7 With regards to the spring and autumn, Asr / Maghrib / Isha will be in between the summer / winter times.
- 5.8 The ancillary facilities are very minor and tend to be ad hoc, personal meetings regarding financial matters or emotional guidance etc. They will therefore generate only a modest number of trips.
- 5.9 A new surface level car park will be provided on the site including a ground floor car park underneath the new building. A one-way system will operate within the site with vehicles entering the site via the western access and exiting the site via the eastern egress. The proposed layout of the site is shown on the plan attached at **Appendix BGH1**. The existing Masjid Quba building will be repurposed to provide an Assembly Hall and library on the ground floor and a gymkhana, which is used for exercise classes and fitness, two counselling rooms and a staff room on the first floor. These facilities will not generate any additional trips and will tend to be used at off peak times.
- 5.10 The applicant will be prepared to provide a Construction Management Plan to deliver the appropriate management control through the construction process. This is a usual requirement of planning officers.

Proposed Access Arrangements

- 5.11 The 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.

- 5.12 The western access will be entry only and will have a width of 6.0 metres and kerb radii of 6.0 metres. The eastern access will be exit only and will have a width of 5.5 metres and kerb radii of 6.0 metres.
- 5.13 Automatic Traffic Count (ATC) surveys were undertaken at two locations on Healey Lane from Friday 15th December 2023 to Thursday 21st December 2023 to determine the speed of vehicles travelling on Healey Lane in the vicinity of both of the proposed access locations.
- 5.14 Table 5.1 contains the 85th percentile vehicular speeds recorded at both ATC surveys. The 85th percentile speeds have been calculated in accordance with DMRB CA 185 'Vehicle Speed Measurement'.

Table 5.1: Healey Lane Speed Survey Results

	Direction	
	Eastbound	Westbound
East ATC	27.1mph	27.1mph
West ATC	27.7mph	25.7mph

- 5.15 With regards to the eastern access junction, visibility splays have been calculated in accordance with MfS2. MfS2 has been used as the formula within it accounts for longitudinal gradients. Healey Lane is on a gradient of 8% past the site. This gradient has been considered when calculating the visibility splays. As set out in Table 5.1, 85th percentile speeds were recorded by ATC as 27.1mph in both directions. The visibility splay requirement at the eastern access is 2.4m x 34.6m to the east and to the west is 2.4m x 40.9m, both of which can be provided with no obstruction. These visibility splays are show on the drawing at **Appendix BGH8**.
- 5.16 Due to the western access being entry only, there is no need to consider visibility splays for vehicles exiting the site using this junction. It is however necessary to consider the forward visibility for vehicles turning right into the site at this access.
- 5.17 Again, in accordance with MfS2, the visibility splay requirement has been calculated. This is based on a recorded 85th percentile speed of 25.7mph being recorded for westbound travelling vehicles crossing the western ATC and based on

a gradient of 9%. The resultant visibility requirement is 32.1 metres. The drawing at **Appendix BGH9** demonstrates that sufficient forward visibility can be achieved.

Pedestrian Access

- 5.18 There will be three pedestrian accesses into the new four-storey building. The first pedestrian access will be located on the north-eastern side and will provide access to the first floor.
- 5.19 The second pedestrian access will be located on the north-western side and will provide access to the second floor.
- 5.20 The third pedestrian access will be from the undercroft car parking area via either the lift located in the centre of the north-eastern side the building or the two stairwells located along the north-western and south-eastern sides of the building.
- 5.21 The newly designed parking layout and the two new accesses to and from Healey Lane will ensure the new development will operate safely for all users.

Parking

- 5.22 It is noted that there are no parking standards for non-residential development in the KC Highway Design Guide.
- 5.23 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.
- 5.24 Eight of the spaces will be reserved for drop-off and pick-ups with the remaining spaces being available for longer term parking. The drop-off and pick-up spaces will be located immediately to the south of the new building. This level of parking is considered to be sufficient, given the anticipated use of the site.
- 5.25 With regards to the eight drop-off and pick-up spaces and using an anticipated dwell time of five 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. It is considered that this level of drop-off and pick-up provision is sufficient to accommodate the anticipated demand.

- 5.26 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.
- 5.27 It is considered that 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.
- 5.28 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.
- 5.29 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.
- Servicing**
- 5.30 Servicing vehicles will enter the site the same way as any other vehicles. Swept path analysis attached at **Appendix BGH10** has been undertaken of a private refuse vehicle which demonstrates that the refuse vehicle can enter, collect the bins and exit the site with no issues. Refuse will be collected at quieter times of the day.

6.0 TRIP GENERATION

6.1 Given the nature of the development proposals for a new mosque and madrasa on the site of the existing Masjid Quba, a first principles approach to trip generation has been adopted which is based on the proposed additional number of worshippers and pupils.

6.2 It is proposed to increase the existing number of worshippers from 150 to 252 (an increase of 102) and the number of pupils from 60 to 120 (an increase of 60). This will result in a total increase in worshipers and children from 210 to 372. This is an increase of 77%.

Pedestrian Trip Generation

Existing

6.3 The pedestrian trip generation of the existing masjid has been derived from the pedestrian survey at the main entrance. The data has been extracted for the vehicular peak hour of between 4:45pm to 5:45pm. Table 6.1 shows the existing pedestrian trip generation of the site. It is important to note that some of the pedestrian trips may indeed be linked trips with other modes of transport such as public transport.

Table 6.1: Existing Masjid Pedestrian Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Trip Generation	76	52	127

**Some numbers in table do not correlate due to rounding*

6.4 It can be seen in Table 6.1 that the existing pedestrian trip generation is 127 two-way pedestrian trips in the evening peak hour.

Proposed

6.5 The surveyed existing pedestrian trips have been increased by 77% to correspond with the anticipated increase in worshipers and children. These trips have been assigned to ins and outs in the same ratio as the existing pedestrian trips and are shown in Table 6.2.

Table 6.2: Proposed Development Pedestrian Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Trip Generation	134	91	225

6.6 It should be noted that at present all trips have to enter the masjid via the front door off Healey Lane. As part of the development proposals, pedestrian accesses from the car park into the new four-storey building will be provided, therefore, the number of pedestrians using the footway on Healey Lane to access the site will be reduced.

6.7 The pre-application advice associated with the previous iteration of the scheme requested that other comparable sites should be considered. Therefore, a survey was undertaken at the Jame Masjid Mosque located on Henry Street, Batley, the survey data is attached at **Appendix BGH11**. The mosque is similar as it has both a mosque and madrasa element to it. The survey was undertaken on Friday 12th 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.

6.8 Table 6.3 contains the pedestrian trip generation of the Jame Masjid Mosque for the vehicular peak hour of 4:45pm to 5:45pm.

Table 6.3: Jame Masjid Mosque Pedestrian Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Trip Generation	473	60	533

6.9 From this, a pedestrian trip rate can be derived for both the proposed development and the Jame Masjid Mosque. The resultant two-way trip rates are contained within Table 6.4. The pedestrian trip rates identified in Table 6.4 are calculated by dividing the two-way pedestrian trips by the capacity of each site.

Table 6.4: Two-Way Pedestrian Trip Rate Comparison

Assessment Period	PM Peak Hour
	Trip Rate
Proposed Development (372 people)	0.6048
Jame Masjid Mosque (1,500 people)	0.3553

6.10 Table 6.4 demonstrates that the trip rate associated with the proposed development is almost double that of the Jame Masjid Mosque. The trip rates detailed in Table 6.4 suggest that as the capacity of such a facility grows, the pedestrian trip rate reduces per person. This could be explained by shared trips between multiple users, such as one parent dropping off two children rather than one parent dropping off one child, for example.

6.11 Therefore, it is considered that the pedestrian trip generation already discussed and the vehicular trip generation which follows is very robust. This is because the proposed trip generation contained within this Section is based on increasing the existing trip generation by the increase in worshippers and pupils (77%). However, as demonstrated by the survey at the Jame Masjid Mosque, as the capacity increases, the trip rate per person actually decreases.

6.12 No adjustment has been made for this to provide a robust assessment.

Vehicular Trip Generation

Existing Units

6.13 As discussed previously, a total of 2,631m² of existing units within the Healey Lane Mills site will be demolished. These existing units comprise predominantly of small-scale industrial occupiers, manufacturers, and storage, and a 174m² car accessory retailer. A breakdown of each of the existing units by occupier is provided at **Appendix BGH12**.

6.14 The TRICS database has been utilised to obtain vehicle trip rates associated with the existing uses at the site. The most comparable data within the TRICS database to the current uses at the site is for an 'Industrial Estate'. These trip rates have been used to estimate the existing trip generation across all of the existing occupiers at

the site. The TRICS output is provided at **Appendix BGH13** and the trip rates are summarised in Table 6.5.

Table 6.5: Existing Uses Vehicular Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Industrial Estate			
Trip Rates	0.260	0.612	0.872
Trip Generation	7	16	23

6.15 Based on the most representative vehicle trip rates available within the TRICS database, it is anticipated that the existing vehicle trip generation associated with the units at Healey Lane Mills generates 23 two-way vehicle trips in the PM peak hour.

Existing Masjid Vehicular Trip Generation

6.16 The car park arrivals and departures survey has been used to establish the existing vehicular trip generation of the masjid. In addition to this, BGH have analysed the number of drop-offs on Healey Lane outside of the masjid using the video footage from the pedestrian survey of Healey Lane. The resulting vehicular trip generation associated with the masjid is shown in Table 6.6. The trip generation has been extracted for the peak hour of 4:45pm to 5:45pm.

Table 6.6: Existing Masjid Vehicular Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Car Park	21	20	40
Healey Lane	10	11	21
Total	30	31	61

**Some numbers in table do not correlate due to rounding*

6.17 Table 6.6 shows that the existing masjid generates 61 two-way vehicular trips in the evening peak period.

Total Existing Trip Generation

6.18 The total existing trip generation of the site as a whole is summarised in Table 6.7.

Table 6.7: Total Existing Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Existing Uses	7	16	23
Masjid	30	31	61
Total	37	47	84

6.19 Table 6.7 shows that the existing trip generation of the site as a whole is 84 two-way trips in the evening peak period.

Proposed Vehicular Trip Generation

6.20 In order to calculate the proposed trip generation of the development, the existing trip generation of the masjid has been multiplied by the growth factor identified in Para 6.2.

Table 6.8: Proposed Vehicular Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Trip Generation	53	54	107

6.21 It can be seen in Table 6.8 that the proposed development will therefore generate approximately 107 two-way vehicle trips in the PM peak hour.

Net Vehicular Trip Generation

6.22 Clearly, as the site is presently operating as a mosque and madrasa (masjid), not all of these trips will be new to the local highway network. In addition, there are existing commercial uses which are to be closed as part of the proposed development.

6.23 In order to calculate the net increase in vehicular trips as a result of the proposed development, it is necessary to deduct the existing uses vehicular trips from the proposed vehicular trips. The net increase in vehicular trips is shown in Table 6.9.

Table 6.9: Net Vehicular Trip Generation

Assessment Period	PM Peak Hour		
	Arrival	Departure	Two-Way
Proposed Trip Generation	53	54	107
Existing Masjid Quba Trips	30	31	61
Existing Commercial Units Trips	7	16	23
Net Trip Generation	16	7	24

**Some numbers in Table do not correlate due to rounding*

6.24 Table 6.9 shows that the proposed development will result in a net increase of 24 two-way vehicular trips in the peak hour. This equates to circa one vehicular trip every two minutes which is low and will be a negligible impact on the local highway

network, even when considering the robust set of assumptions set out in Para 6.11. This will have no material impact upon the operation of the local highway network.

Summary

- 6.25 This section has assessed the likely trip generation of the development proposals. Vehicular trips will increase by 24 two-way trips, which equates to approximately one trip every two minutes during the peak hour.

7.0 SUMMARY & CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Bryan G Hall to support a planning application by the Healey Islamic Trust for a new mosque and madrasa at the existing Masjid Quba site at Healey Lane, Batley.
- 7.2 The development proposals are for a new 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 building will be demolished as part of the scheme.
- 7.3 A new surface level car park will be provided on the site including a ground floor car park underneath the new building.
- 7.4 The existing masjid has a capacity for 150 worshippers at present. As part of the proposals, a new mosque will be provided with a capacity for 252 worshippers. This represents an increase in worshippers of 102 which is a 68% increase.
- 7.5 The existing masjid 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.
- 7.6 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. The main pedestrian access into the development will be located on Healey Lane, with additional pedestrian accesses provided to the west of the building and through the car park.
- 7.7 The record of personal injuries resulting from road traffic collisions on the local highway network has been reviewed. It is concluded that there are no recurring patterns or readily identifiable geometric road characteristics which have had an adverse impact upon road safety.
- 7.8 The development is considered to be well located to encourage sustainable transport. Given the location of the site and the established nature of Masjid Quba locally, there are a number of surrounding residential areas from which the site can

be accessed easily on foot. There are also frequent bus services available to a range of destinations from the bus stops close to the masjid on Healey Lane.

- 7.9 This Transport Statement has assessed the likely trip generation of the development proposals. Vehicular trips will increase by 24 two-way trips, which equates to approximately one trip every two minutes during the peak hour. This will have no material impact upon the operation of the local highway network.
- 7.10 It has also been demonstrated that the car park has sufficient capacity to accommodate both the worshippers and pupils. The parking operation at the masjid is 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 periods at the start and end of the day when children are dropped off and picked up. This is a similar situation to what will take place at the masjid on an evening. Measures can and will be put in place to encourage walking and to maintain a good road safety record within the site. However, it is generally accepted that a short period of activity at the end of the day from time to time for the madrasa would be acceptable from a traffic and highway point of view.
- 7.11 The local highway network will continue to operate satisfactorily following the construction of the proposed development. It is concluded that the impact of trip generation would not be a cause for concern, particularly given the high proportion of pupils living locally. There are therefore no supportable transport reasons why planning approval should be withheld.

APPENDIX BGH 1

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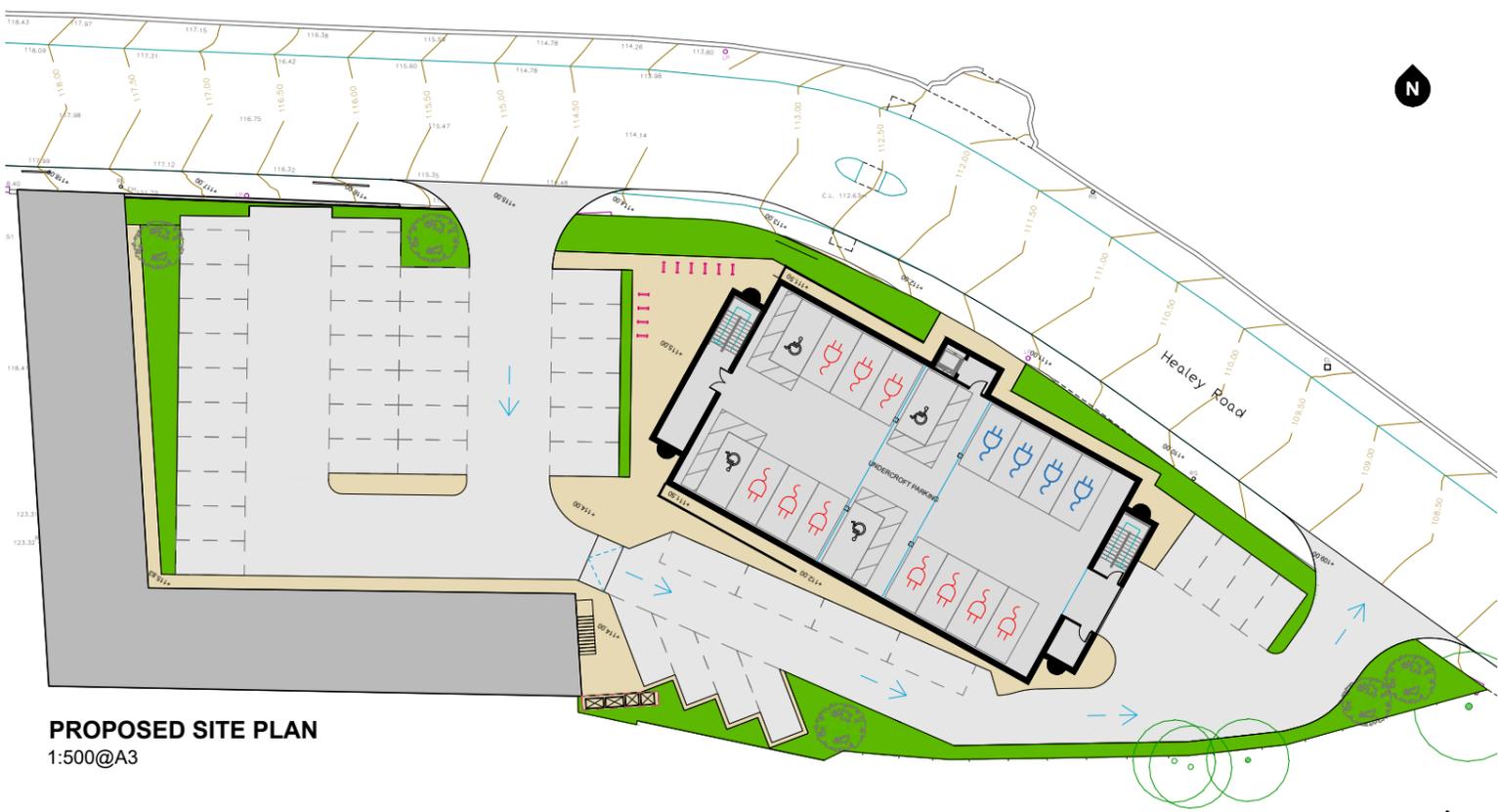
NOTES:

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

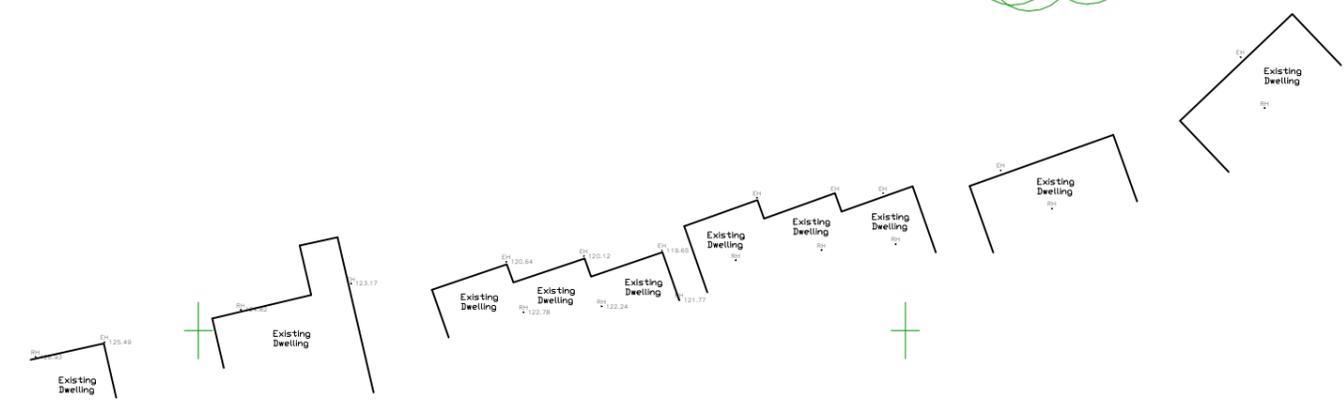
PROJECT:
 MASJID QUBA, HEALEY LANE, BATLEY

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

DESCRIPTION:
 SITE PLAN

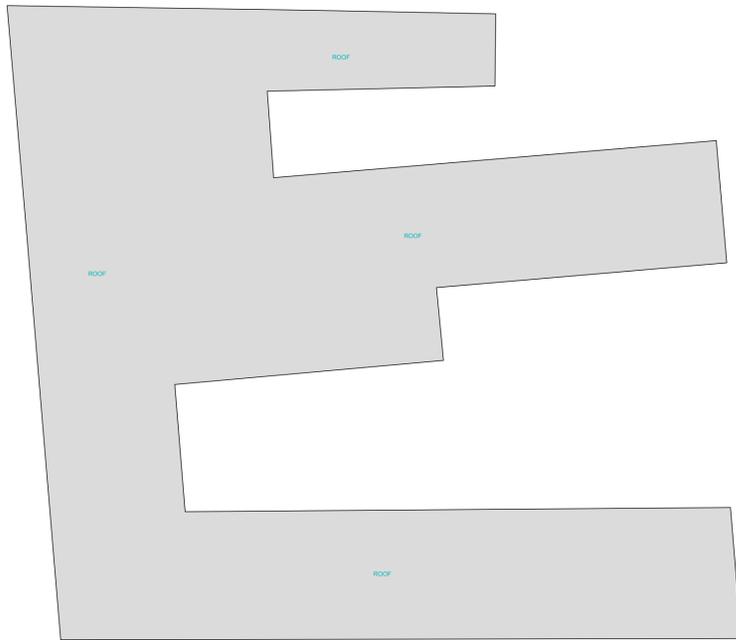
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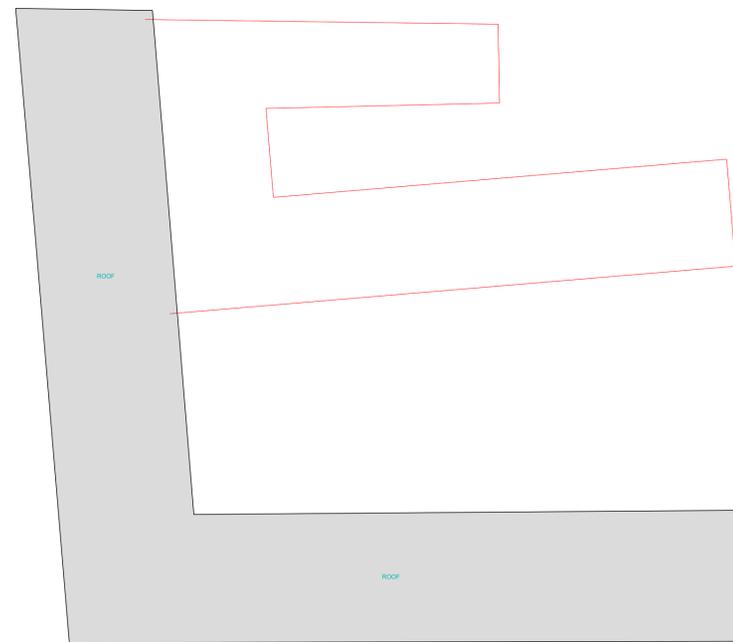


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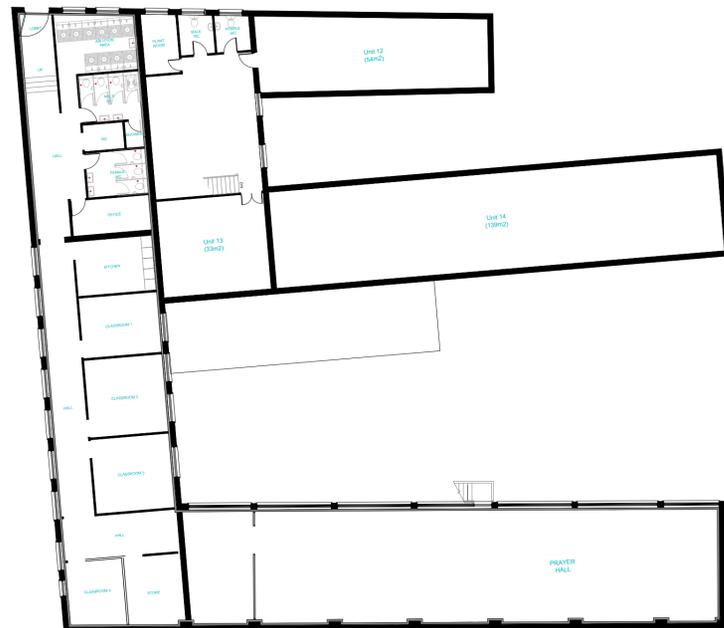
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PROPOSED ROOF PLAN (1:100@A1)



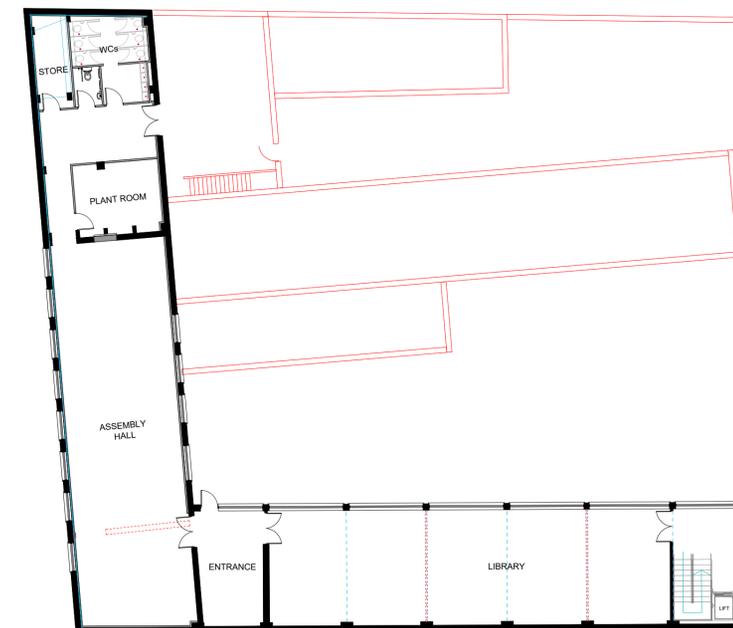
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PROPOSED FIRST FLOOR PLAN (1:100@A1)



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

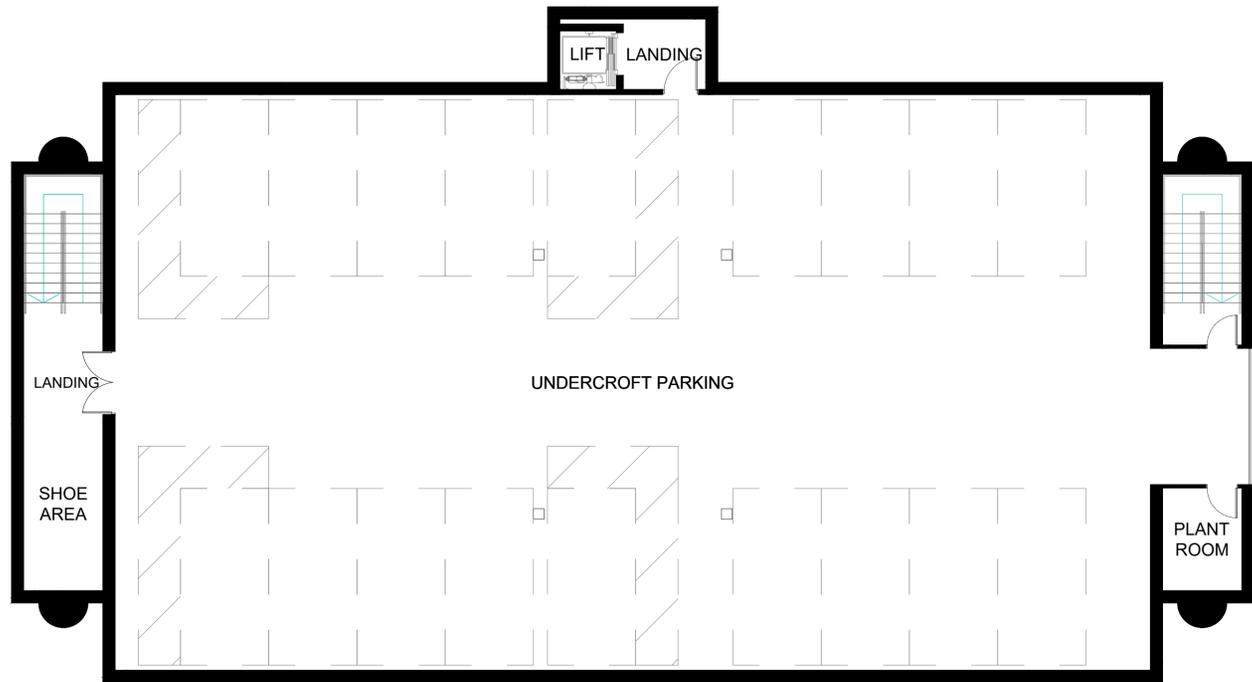
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DATE: 21.04.24 DRAWN: HD
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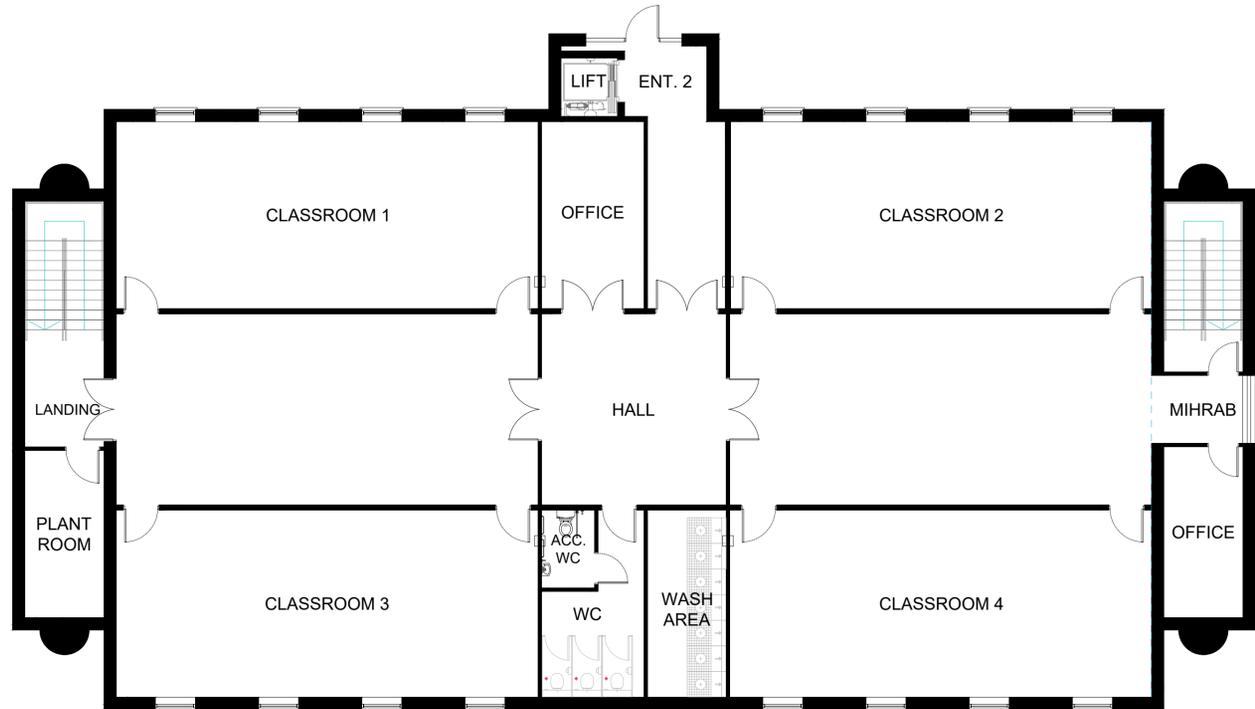
DRAWING REF: REV:
20185-K14-A

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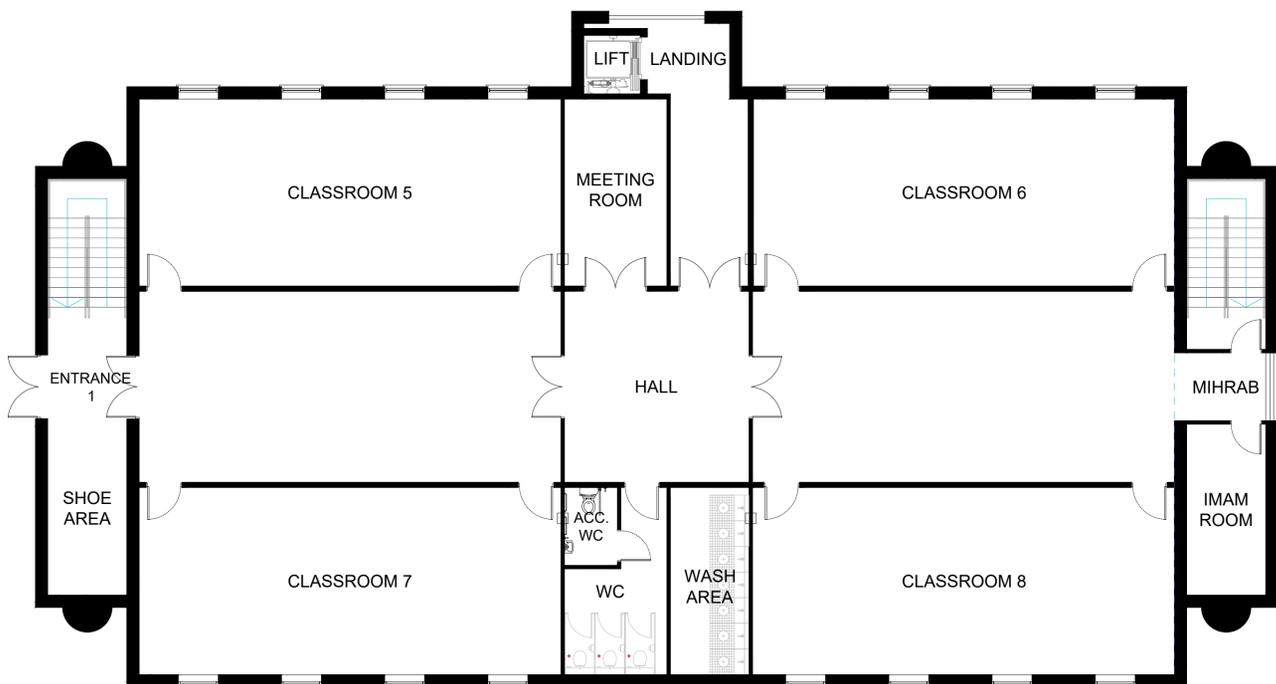
NOTES:



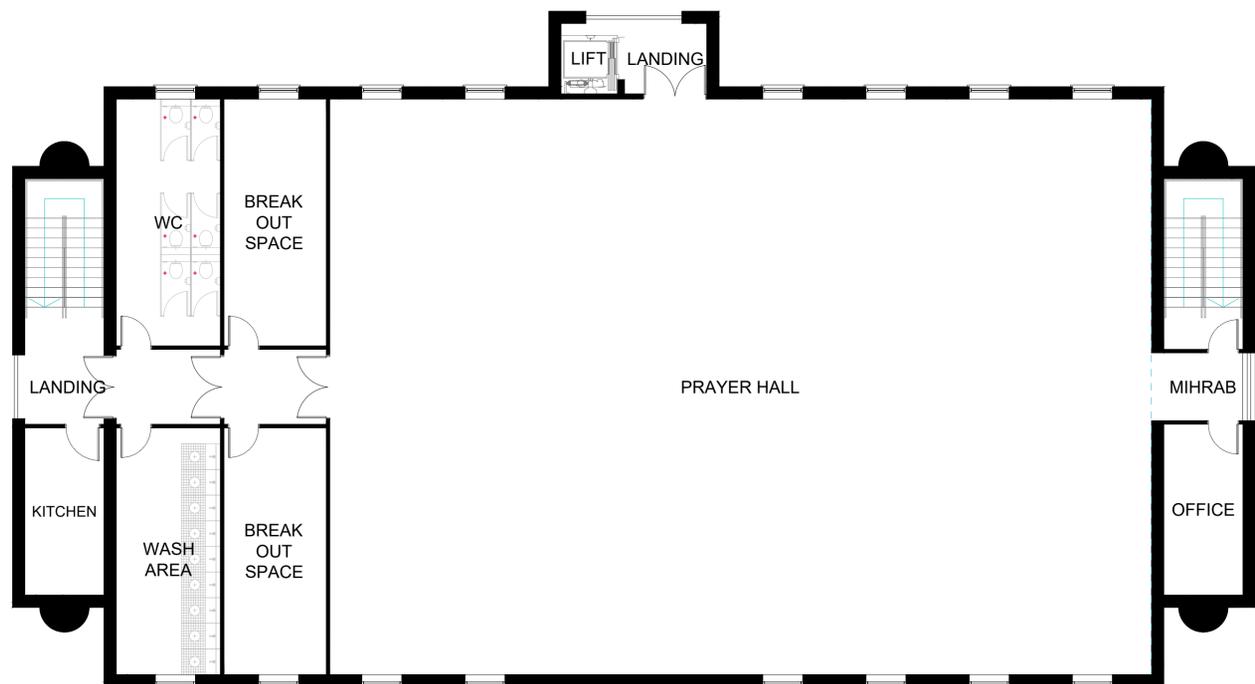
PROPOSED GROUND FLOOR PLAN (1:100@A1)



PROPOSED FIRST FLOOR PLAN (1:100@A1)



PROPOSED SECOND FLOOR PLAN (1:100@A1)



PROPOSED THIRD FLOOR PLAN (1:100@A1)

**PRELIMINARY -
FOR COMMENT**

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 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 BGH 2



Town and Country Planning Act 1990

**Town and Country Planning (Development Management Procedure) (England) Order
2015**

PLANNING PERMISSION FOR DEVELOPMENT

Application Number: 2015/62/91865/E

To: Hasan Dadibhai,
KUFIC
Suite 24
Batley Business Park
Technology Drive
Batley
WF17 6ER

For: ILYAS LUNAT, HEALEY ISLAMIC TRUST

In pursuance of its powers under the above-mentioned Act and Order the KIRKLEES COUNCIL (hereinafter called "The Council") as Local Planning Authority hereby permits:-

CHANGE OF USE FROM B1 / A1 COMMERCIAL UNIT TO D1 & D2 PRAYER ROOM AND RELIGIOUS EDUCATION CENTRE AND FORMATION OF CAR PARK

At: HEALEY LANE MILLS, HEALEY LANE, HEALEY, BATLEY, WF17 7SH

In accordance with the plan(s) and applications submitted to the Council on 15-Jun-2015, subject to the condition(s) specified hereunder:-

1. The development shall be begun not later than the expiration of three years beginning with the date on which permission is granted.

Reason: Pursuant to Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Order 2004.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and so as to ensure the satisfactory appearance of the development on completion, and to accord with Policies D2, BE1 and BE2 of the Kirklees Unitary Development Plan as well as the aims of the National Planning Policy Framework.

3. There shall be no broadcasting of the call to prayer (Azan) from internal or external loudspeakers which is audible beyond the boundary of the application site.

Reason: To protect the amenity of adjoining occupiers, in accordance with Policies D2 and EP4 of the Kirklees Unitary Development Plan as well as the aims of chapter 11 of the National Planning Policy Framework.

4. Notwithstanding the submitted plans and information, details of the car park layout, surfacing material(s), and drainage shall be submitted to and approved in writing by the Local Planning Authority before development commences. The proposed car park hereby approved shall then be laid out, surfaced, marked out into bays and drained in accordance with the approved details before the development is brought into use. The car park shall thereafter be retained.

Reason: These details are fundamental to ensure a suitable access and layout in the interests of highway safety, in accordance with Policies D2 and T10 of the Kirklees Unitary Development Plan.

5. Details of storage and access for collection of wastes from the premises shall be submitted to and approved in writing by the Local Planning Authority before development commences. The approved details shall be provided before the prayer room/education centre is first brought into use and shall be so retained thereafter.

Reason: These details are fundamental to ensure a suitable access and layout in the interests of highway safety, in accordance with Policies D2 and T10 of the Kirklees Unitary Development Plan.

6. The existing egress point onto Healey Lane shall be permanently closed (and any redundant footway crossings removed and footway reinstated) and the new access shall be constructed and brought into use in accordance with details that have previously been approved in writing by the Local Planning Authority before any part of the building is brought into use.

Reason: These details are fundamental to avoid danger and inconvenience to highway users, in accordance with Policies D2 and T10 of the Kirklees Unitary Development Plan.

7. A Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The Travel Plan shall:

- Provide written confirmation of the maximum number of worshippers to the premises, which shall not exceed 50 worshippers at any one time;
- Provide written confirmation of the maximum number of children in the classrooms, which shall not exceed 30 children at any one time;
- Provide details of a method of recording daily visitors to the site;
- Be comprehensive in respect of encouraging the use of all modes of alternative transport to the private car;
- Include overall targets for reductions in car trips;

- Include details of annual monitoring and enforcement of the approved plan;
- Provide a timetable for implementation.

The Travel Plan approved shall be implemented in accordance with the approved details and timetable in order to reduce dependence on the car in the interests of sustainability, and in order to ensure the development is accessible by a range of non-car modes of transport
Reason: These details are fundamental to encourage alternative modes of transport to the site, in accordance with Policies D2 and T10 of the Kirklees Unitary Development Plan

8. The existing window openings within the western elevation of Unit 8 shall be obscurely glazed prior to the development being brought into use, and thereafter retained.

Reason: To protect the amenity of adjoining occupiers, in accordance with Policy D2 of the Kirklees Unitary Development Plan.

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location/Site Plan	15010-P-01	B	01.12.15
Proposed Floor Plans and Elevations	15010-P-02		08.06.15
Planning Statement			08.06.15

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. Officers undertook negotiations with the applicant to secure amended plans in order to reduce the impact on highway and pedestrian safety.

Building Regulations Approval is required for most work involving building operations and/or structural alterations. It is the applicant's responsibility to find out if the work permitted by this planning permission needs approval under the Building Regulations, and if necessary to submit an application. If you are not the applicant can you please ensure the applicant is aware of this requirement. Contact Building Control on Tel No: (01484) 221550 for more information.

It is the applicant's responsibility to find out whether any works approved by this planning permission, which involve excavating or working near public highway and any highway structures including retaining walls, will require written approval from the Council's Highways Structures Section. Please contact the Highways Structures Section on Tel No. 01484-225397 for further advice on this matter.

Details Reserved by Condition

- This permission has been granted subject to conditions. Some of the conditions may require you to submit further details. These conditions normally contain the wording "submitted to and approved in writing by the Local Planning Authority".
- You can apply online for approval of these details at the Planning Portals website at www.planningportal.gov.uk. Alternatively the forms and supporting guidance for submitting an application can be found online at www.kirklees.gov.uk/planning.
- This Authority recognises the need to ensure that you are able to develop the site as effectively and flexibly as possible. However, at the same time it must ensure that development is in accordance with the terms of the planning conditions and legal agreement and the expectations of elected members and local residents set through the decision process.
- You should note the triggers for compliance with the conditions of this planning permission. This Authority is committed to processing applications to discharge conditions in a timely manner. It is important to ensure that submissions are made as far in advance of the trigger to allow time for adequate consultation, discussion and in some circumstances publicity.
- It is important that applications to discharge conditions are accompanied by sufficient information to enable this Authority and its consultees to fully consider and determine the proposals. Whilst officers will endeavour to negotiate solutions, failure to provide a comprehensive submission may result in delay and refusal of the application.
- If you commence work without discharging conditions you are at risk of enforcement action and invalidating your permission if the planning condition is a pre commencement condition.

Development within a Coal Mining Area

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. It should also be noted that this site may lie in an area where a current licence exists for underground coal mining.

Further information is also available on The Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

The application has been publicised by notice(s) in the vicinity of the site. It is respectfully requested that the notice(s) now be removed and responsibly disposed of to avoid harm to the appearance of the area

Appeals to the Secretary of State

- If you are aggrieved by the decision of your Local Planning Authority to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your Local Planning Authority's decision on your application, then you must do so within:
 - i) 28 days of the date of service of the enforcement notice, or
 - ii) within the specified period, starting on the date of this notice,whichever period expires earlier.
- If you want to appeal against your Local Planning Authority's decision then you must do so within the specified period, starting on the date of this notice.
- The "specified period" is 12 weeks where the development relates to a "minor commercial application" as defined within the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), or 6 months in any other case.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://acp.planninginspectorate.gov.uk> . Further information on the Planning Appeal process can be found online at the Planning Inspectorates website <https://www.gov.uk/government/organisations/planning-inspectorate>.
- You must use the correct Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the type of application that the appeal relates to so they can send you the appeal form you require.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Please note, only the applicant possesses the right of appeal.

Purchase Notices

- If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

An important part of improving our service is to review your feedback on the way that we have dealt with your planning application(s). Please take a couple of minutes to email your comments to dc.admin@kirklees.gov.uk so that we can work on continually improving our customer service. Thank you.

Dated: 14-Dec-2015

Signed:



**Jacqui Gedman
Director of Place**

Decision Documents

The decision notice indicates which documents relate to the decision. These documents can be viewed online at the Planning Services website at www.kirklees.gov.uk/planning, and by clicking on the 'search planning applications and decisions' and by searching for application number 2015/62/91865/E.

If a paper copy of the decision notice or decided plans are required please email planning.contactcentre@kirklees.gov.uk or telephone 01484 414746 with the application number. There may be a charge for this service.

All communications should be sent to one of the following address:

E-mail: planning.contactcentre@kirklees.gov.uk

Write to: Planning Services
Investment and Regeneration
PO Box B93
Civic Centre III
Off Market Street
Huddersfield
HD1 2JR

APPENDIX BGH 4

Batley
Classified Junction Count

Site 1b
B6123 Healey Lane Exit
Car Park Access Entry

Lat/Long
lat 53.712357° lon -1.647567°

Date
Wednesday 19 October 2022

Weather
Sunny Intervals
Temp: 13°C

1615 - 1930 (Weekday PM Peak)

TIME	Movement 1b.1: Southbound from B6123 Healey Lane Exit to Car Park Access Entry								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1715 - 1730	0	0	15	0	0	0	0	0	15	15.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	23	0	0	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.75	0.00	0.00	0.00	0.00	0.00	5.75	5.75
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
1900 - 1915	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	0	0	11	1	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.25	0.00	0.00	0.00	0.00	3.00	3.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	0	0	0	0	0	0	3	3.00
1/2 Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	43	1	0	0	0	0	44	44.00
Session Average	0.00	0.00	3.31	0.08	0.00	0.00	0.00	0.00	3.38	3.38

Batley
Classified Junction Count

Site 1b
B6123 Healey Lane Exit
Car Park Access Entry

Lat/Long
lat 53.712357° lon -1.647567°

Date
Wednesday 19 October 2022

Weather
Sunny Intervals
Temp: 13°C

1615 - 1930 (Weekday PM Peak)

TIME	Movement 1b.2: Northbound from Car Park Access Entry to B6123 Healey Lane Exit								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	0	0	19	1	0	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.25	0.00	0.00	0.00	0.00	5.00	5.00
1915 - 1930	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	0	0	0	0	0	0	5	5.00
1/2 Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.50
Session Total	0	0	47	1	0	0	0	0	48	48.00
Session Average	0.00	0.00	3.62	0.08	0.00	0.00	0.00	0.00	3.69	3.69

Batley
Pedestrian Survey

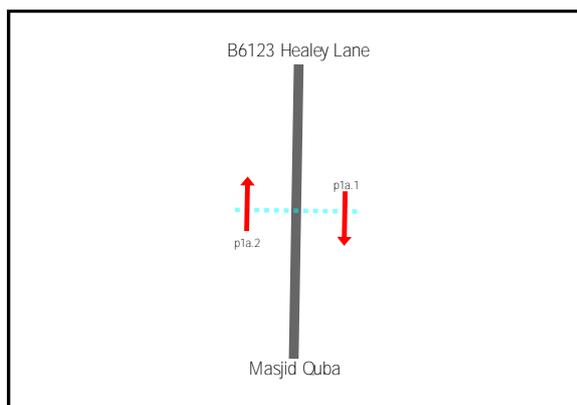
Site 1 of 2
B6123 Healey Lane
Masjid Quba

Lat/Long
lat 53.712583° lon -1.648833°

Date
Wednesday 19 October 2022

Weather
Sunny Intervals
Temp: 13°C

1615 - 1930 (Weekday PM Peak)



TIME	p1a.1			p1a.2		
	Child (alone)	Parent / Carer and Child (including multiple children)	Adult(alone)	Child (alone)	Parent/Carer and Child(including multiple children)	Adult (alone)
1615 - 1630	1	3	1	0	1	6
1630 - 1645	0	0	2	0	0	0
1645 - 1700	0	0	13	0	0	0
1700 - 1715	0	1	12	0	0	15
Hourly Total	1	4	28	0	1	21
Hourly Average	0.25	1.00	7.00	0.00	0.25	5.25
1715 - 1730	38	6	8	9	6	10
1730 - 1745	3	0	1	0	0	2
1745 - 1800	0	0	10	0	0	0
1800 - 1815	0	1	35	0	0	0
Hourly Total	41	7	54	9	6	12
Hourly Average	10.25	1.75	13.50	2.25	1.50	3.00
1815 - 1830	0	0	2	0	2	50
1830 - 1845	0	0	0	0	0	0
1845 - 1900	1	0	0	2	0	2
1900 - 1915	2	0	1	52	1	0
Hourly Total	3	0	3	54	3	52
Hourly Average	0.75	0.00	0.75	13.50	0.75	13.00
1915 - 1930	0	0	0	0	0	0
1/4 Hourly Total	0	0	0	0	0	0
1/4 Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	45	11	85	63	10	85
Session Average	3.46	0.85	6.54	4.85	0.77	6.54

Batley
Classified Junction Count

Site 1b
B6123 Healey Lane Exit
Car Park Access Entry

Lat/Long
lat 53.712357° lon -1.647567°

Date
Thursday 26 January 2023

Weather
Sunny Intervals
Temp: 3°C

1615 - 1930 (Weekday PM Peak)

TIME	Movement 1b.1: Southbound from B6123 Healey Lane Exit to Car Park Access Entry								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	1	0	0	0	0	1	1.00
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	7	1	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.00	2.00	2.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
1900 - 1915	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1915 - 1930	0	0	1	0	0	0	0	0	1	1.00
1/2 Hourly Total	0	0	1	0	0	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	33	1	0	0	0	0	34	34.00
Session Average	0.00	0.00	2.54	0.08	0.00	0.00	0.00	0.00	2.62	2.62

Batley
Classified Junction Count

Site 1b
B6123 Healey Lane Exit
Car Park Access Entry

Lat/Long
lat 53.712357° lon -1.647567°

Date
Thursday 26 January 2023

Weather
Sunny Intervals
Temp: 3°C

1615 - 1930 (Weekday PM Peak)

TIME	Movement 1b.2: Northbound from Car Park Access Entry to B6123 Healey Lane Exit								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
1700 - 1715	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	5	1	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.25	0.00	0.00	0.00	0.00	1.50	1.50
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	16	0	0	0	0	0	16	16.00
Hourly Average	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
1900 - 1915	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1915 - 1930	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Total	0	0	3	0	0	0	0	0	6	6.00
1/2 Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	36	1	0	0	0	0	37	37.00
Session Average	0.00	0.00	2.77	0.08	0.00	0.00	0.00	0.00	2.85	2.85

Batley
Pedestrian Survey

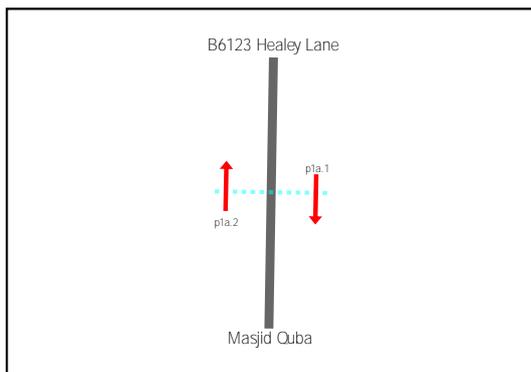
Site 1 of 2
B6123 Healey Lane
Masjid Quba

Lat/Long
lat 53.712583° lon -1.648833°

Date
Thursday 26 January 2023

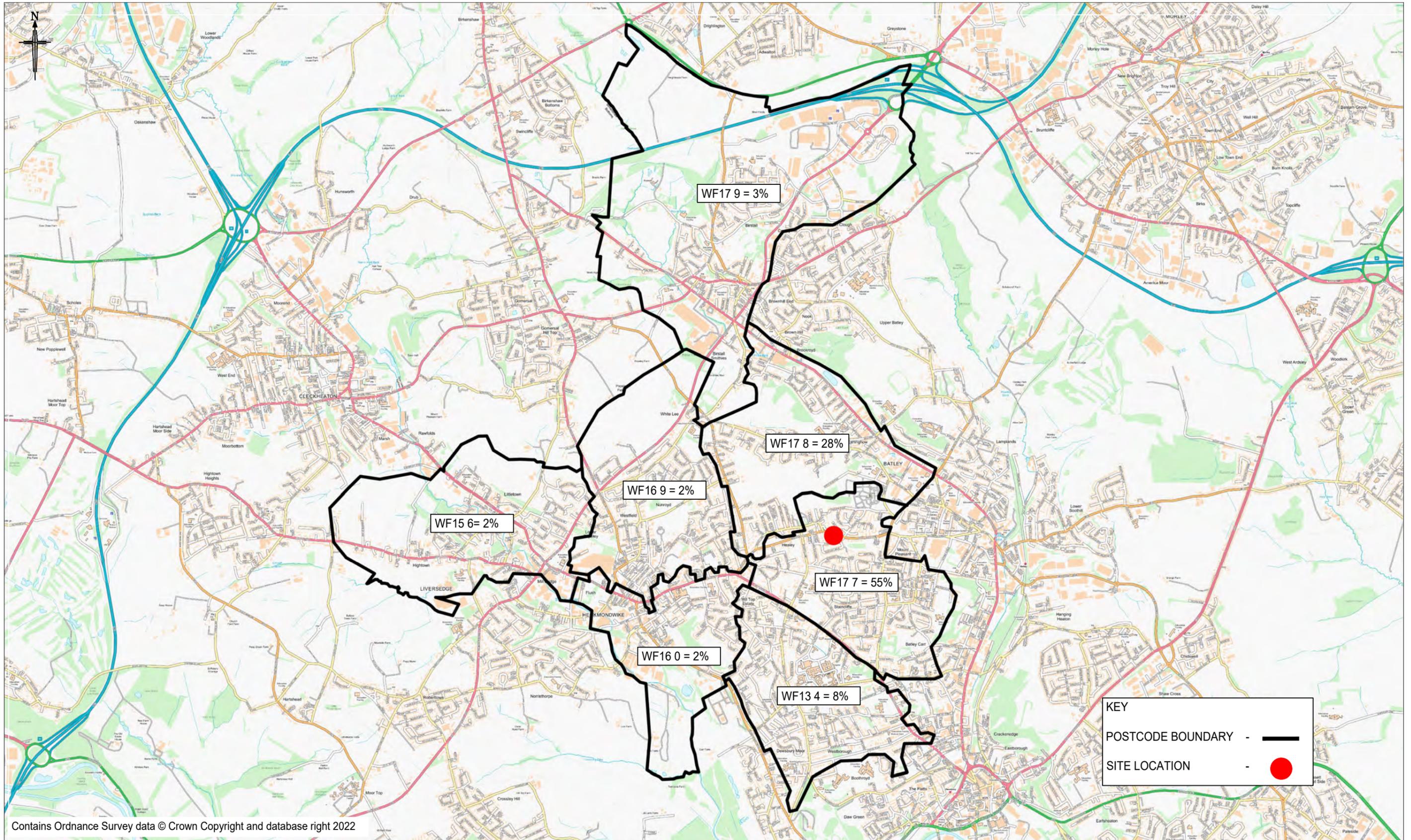
Weather
Sunny Intervals
Temp: 3°C

1615 - 1930 (Weekday PM Peak)



TIME	p1a.1			p1a.2		
	Child (alone)	Parent / Carer and Child (including multiple children)	Adult(alone)	Child (alone)	Parent/Carer and Child(including multiple children)	Adult (alone)
1615 - 1630	1	5	9	0	0	8
1630 - 1645	0	0	20	0	0	0
1645 - 1700	0	0	8	0	0	28
1700 - 1715	2	0	4	6	0	9
Hourly Total	3	5	41	6	0	45
Hourly Average	0.75	1.25	10.25	1.50	0.00	11.25
1715 - 1730	27	6	14	7	1	6
1730 - 1745	2	3	3	0	0	4
1745 - 1800	0	0	1	0	1	0
1800 - 1815	0	0	1	0	0	1
Hourly Total	29	9	19	7	2	11
Hourly Average	7.25	2.25	4.75	1.75	0.50	2.75
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	1	0	0	0
1845 - 1900	0	0	0	3	3	2
1900 - 1915	0	0	1	26	3	16
Hourly Total	0	0	2	29	6	18
Hourly Average	0.00	0.00	0.50	7.25	1.50	4.50
1915 - 1930	0	0	17	0	1	0
1/4 Hourly Total	0	0	17	0	1	0
1/4 Hourly Average	0.00	0.00	17.00	0.00	1.00	0.00
Session Total	32	14	79	42	9	74
Session Average	2.46	1.08	6.08	3.23	0.69	5.69

APPENDIX BGH 5



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BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
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Title: EXISTING STUDENT CATCHMENT AREA

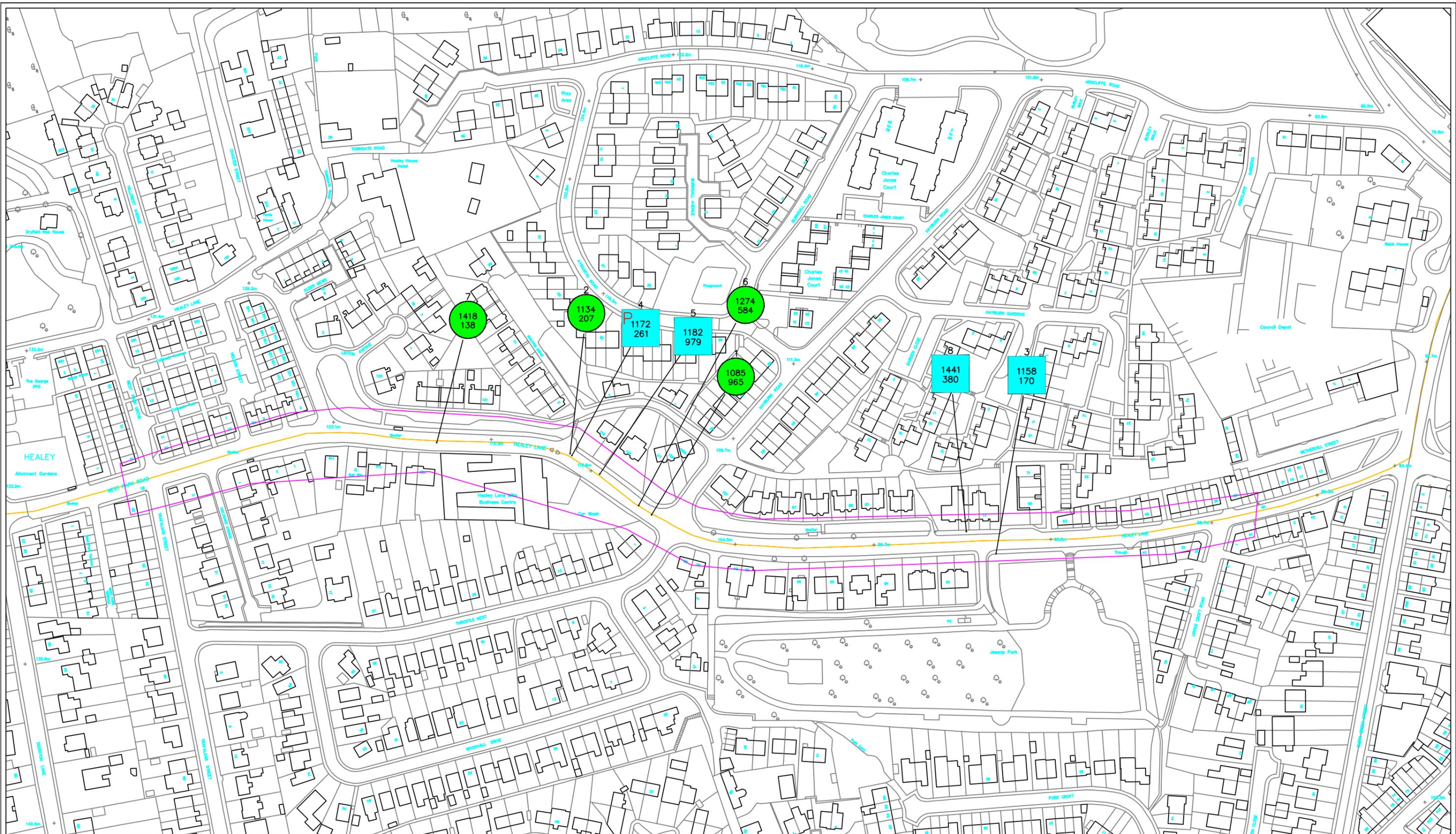
Status: PLANNING

Scale: N.T.S.
 Size: A3 - 420 x 297

Drawn: LD Chkd: DM Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	HEALEY ISLAMIC TRUST				
Project:	HEALEY LANE, BATLEY				
Drawing No:	21/382/LOC/003				Revision: -
Job No:	21-382				Date: 13/12/2022

APPENDIX BGH 6



Healey Lane RTCs
 29.06.2019 – 28.06.2024
 10/07/2024 N.T.S

	Fatal
	Serious
	Slight
	P indicates pedestrian

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1418
138

1134
207

P
1172
261

1182
979

1085
965

1274
584

1441
380

1158
170

Healey Lane RTCs 29.06.2019-28.06.2024

ACCIDENT SEVERITY UPTO 2024

	2019	2020	2021	2022	2023	2024	Total
Fatal 0%	0	0	0	0	0	0	0
Serious 50%	0	0	0	3	0	1	4
Slight 50%	0	0	1	1	1	1	4
TOTAL	0	0	1	4	1	2	8

WEATHER

	No.	%
Fine	5	63
Rain	2	25
Other	1	13
TOTAL	8	

ROAD SURFACE

	Number	%
Dry	4	50
Wet	4	50
TOTAL	8	

LIGHT CONDITIONS

	Number	%
Light	5	63
Dark	3	38
TOTAL	8	

PEDESTRIAN ACCIDENTS

No.	%
1	13

SKIDDING ACCIDENTS

No.	%
3	38

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	1	0	1
07:00 - 07:59	0	0	0	0	0	0	0	0
08:00 - 08:59	1	0	0	0	0	0	0	1
09:00 - 09:59	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	0	0	0	0	0	0
13:00 - 13:59	0	1	0	0	0	0	0	1
14:00 - 14:59	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0
18:00 - 18:59	0	0	0	1	1	0	0	2
19:00 - 19:59	0	0	0	0	0	0	0	0
20:00 - 20:59	0	1	0	0	0	0	0	1
21:00 - 21:59	0	0	0	1	0	1	0	2
22:00 - 22:59	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0
TOTAL	1	2	0	2	1	2	0	8
%	13%	25%	0%	25%	13%	25%	0%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2024

	2019	2020	2021	2022	2023	2024	Total
Jan	0	0	0	1	0	0	1
Feb	0	0	0	0	1	0	1
Mar	0	0	0	1	0	1	2
Apr	0	0	0	0	0	0	0
May	0	0	0	2	0	1	3
June	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0
Sep	0	0	1	0	0	0	1
Oct	0	0	0	0	0	0	0
Nov	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0
TOTAL	0	0	1	4	1	2	8
%	0%	0%	13%	50%	13%	25%	100%

Healey Lane RTCs 29.06.2019-28.06.2024

CASUALTY SEVERITY UPTO 2024

	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	3	0	2	5
Slight	0	0	1	1	1	2	5
TOTAL	0	0	1	4	1	4	10

JUNCTION DETAIL

	Number	%		Number	%
T or staggered	2	25	Give way sign	3	38
Other junction	1	13	Not at junction	5	63
Not at junction	5	63	TOTAL	8	
TOTAL	8				

JUNCTION CONTROLS

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	1	0	0	0	1	10
Car driver	0	0	0	2	5	0	7	70
Car passenger	0	0	0	0	1	1	2	20
TOTAL	0	0	1	2	6	1	10	
%	0	0	10	20	60	10		

SPEED LIMIT

	Number	%	ROAD CLASS	Number	%
30 MPH	8	100	B	8	100
TOTAL	8		TOTAL	8	

Number of Casualties with unknown age: 0

Healey Lane RTCs 29.06.2019-28.06.2024

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Car	0	1	2	6	1	4	14	100
TOTAL	0	1	2	6	1	4	14	
%	0	7	14	43	7	29		

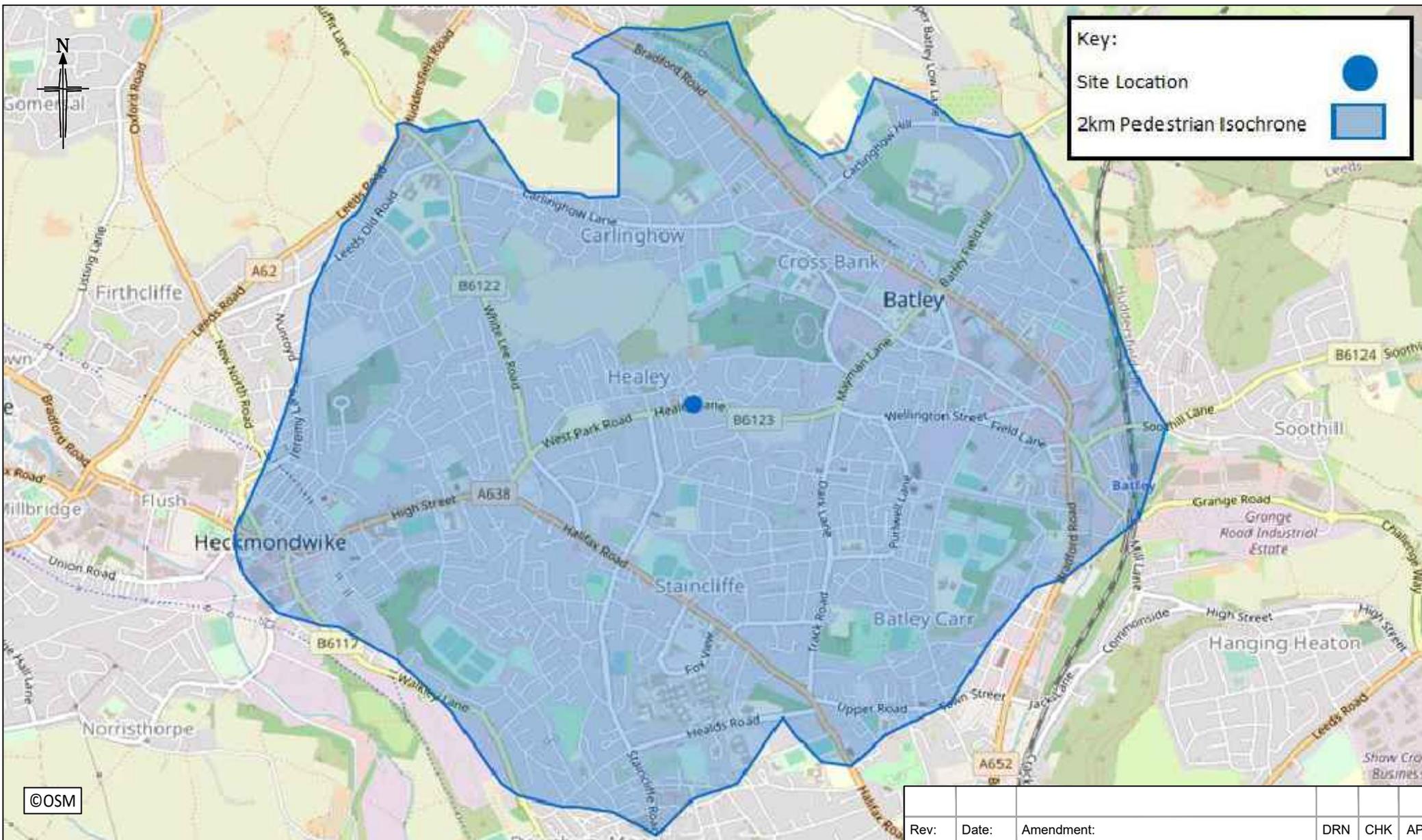
VEHICLE MANOEUVRES

	Number	%
Parked	3	21
Starting	1	7
Going ahead left hand bend	1	7
Going ahead right hand bend	2	14
Going ahead other	6	43
TOTAL	14	

BREATH TEST

	Number	%
Not applicable	6	43
Negative	3	21
Not requested	3	21
Driver not contacted	2	14
TOTAL	14	

APPENDIX BGH 7



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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

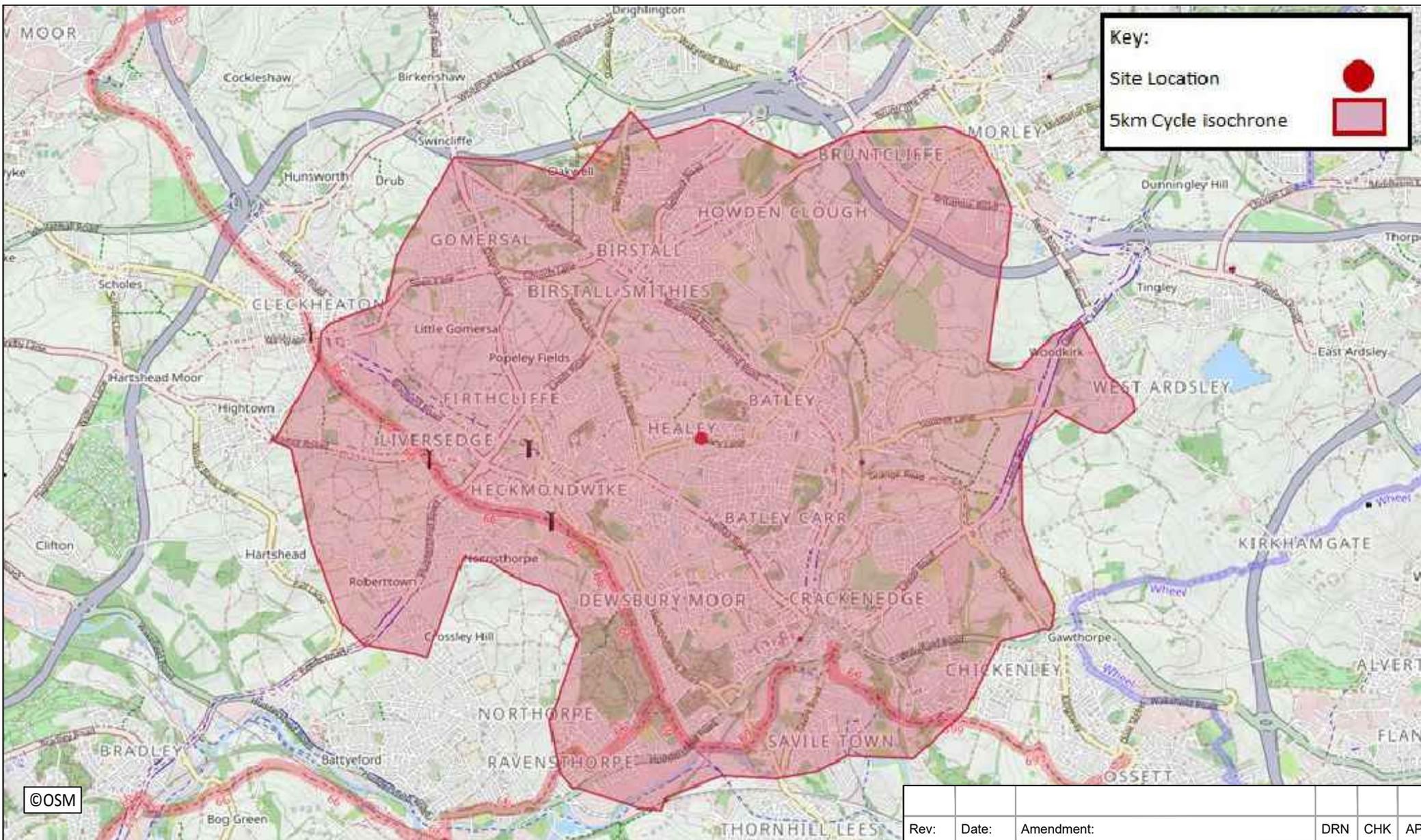
Drawn: AH Chkd: GH Appvd: GWB

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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twitter.com/Bryanghall1



Bryan G Hall

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

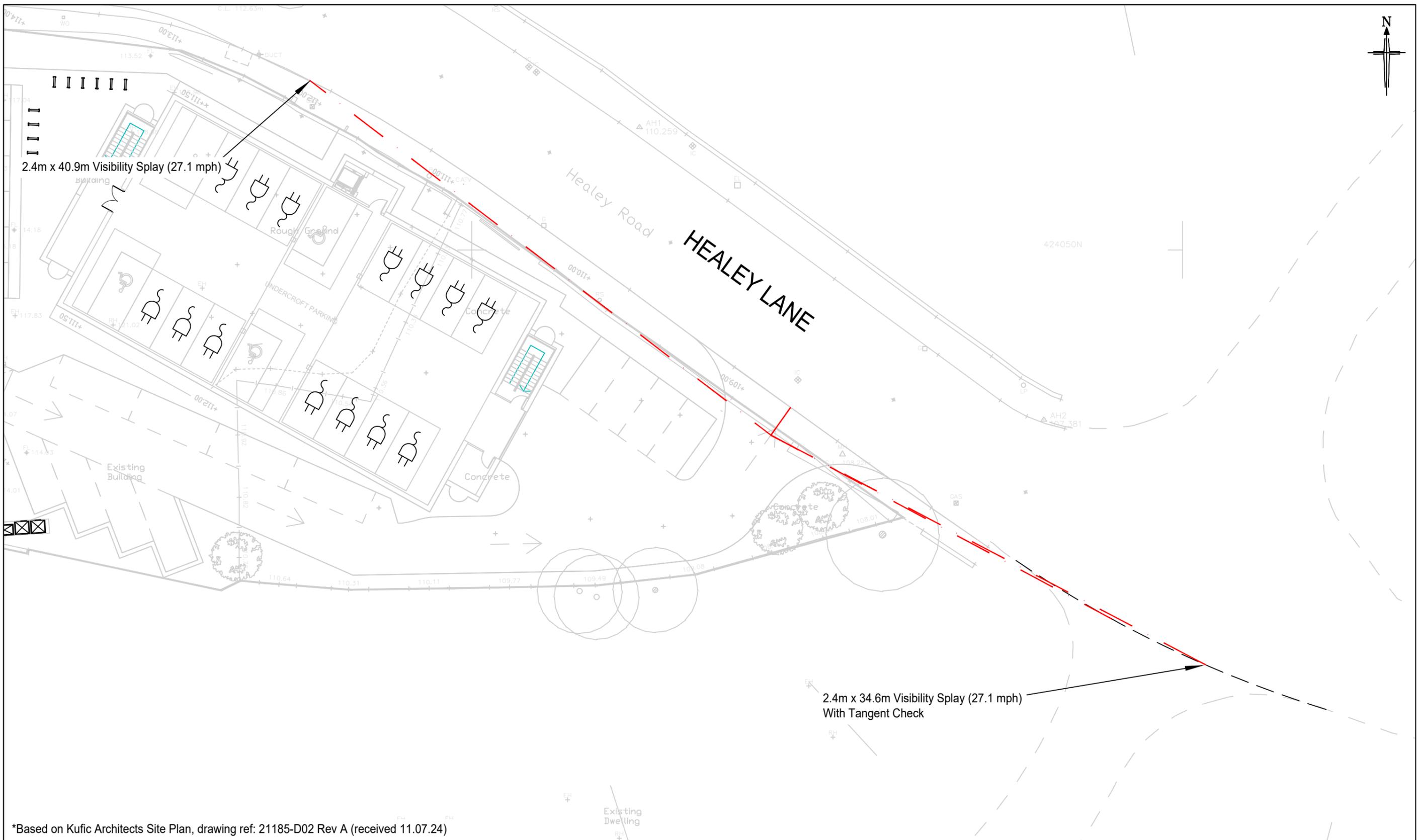
Drawing No: 21/382/ACC/002

Revision: -

Job No: 21-382

Date: 18/11/2021

APPENDIX BGH 8



*Based on Kufic Architects Site Plan, drawing ref: 21185-D02 Rev A (received 11.07.24)

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Title: **EASTERN SITE ACCESS VISIBILITY SPLAYS**

Status: **FOR INFORMATION**

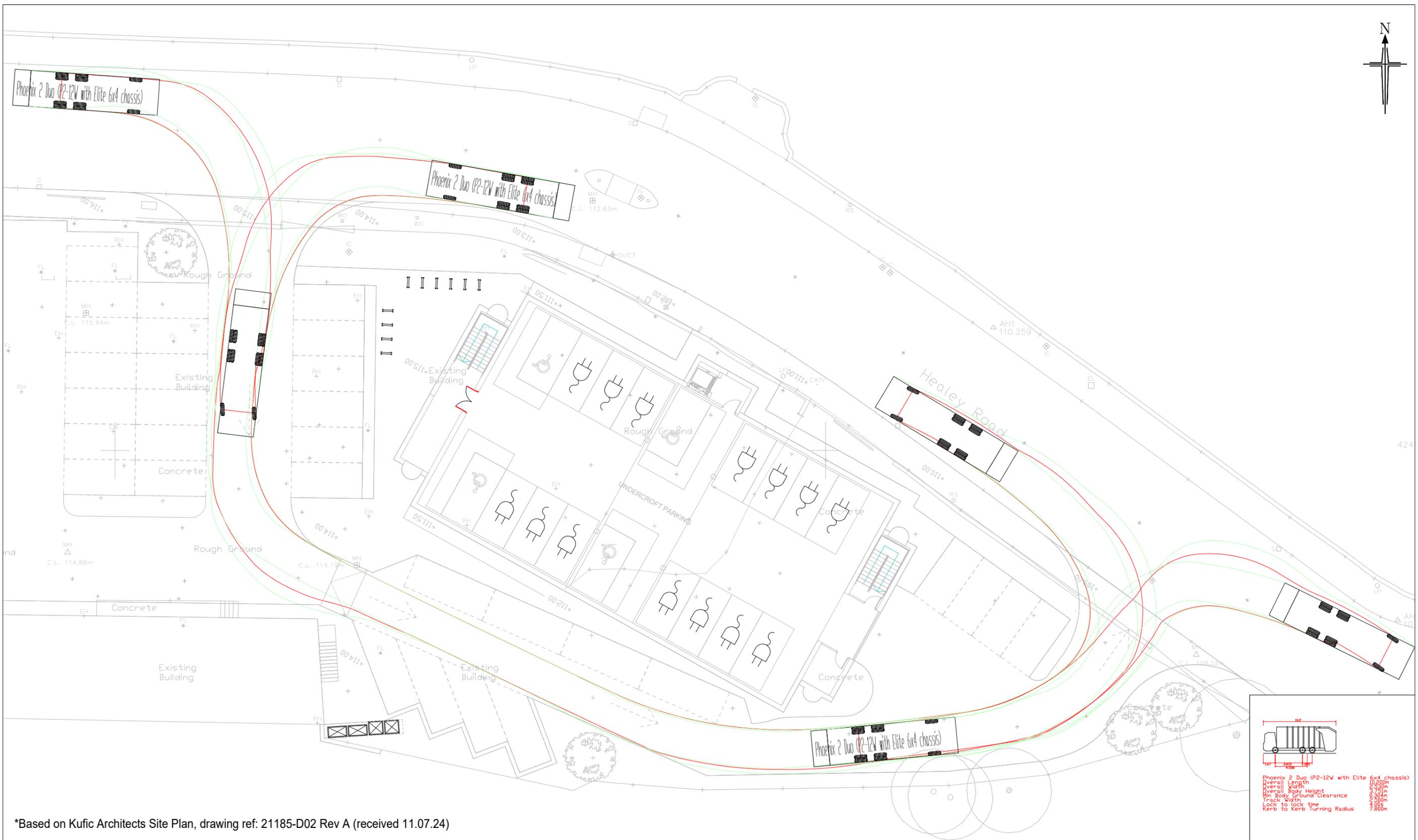
Scale: 1:250
Size: A3 - 420 x 297

Drawn: DM Chkd: NC Appvd: MC

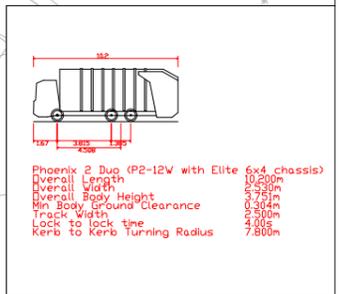
A	16.07.24	Updated based on latest site layout	LD	GWB	GWB
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		HEALEY ISLAMIC TRUST			
Project:		HEALEY LANE - BATLEY			
Drawing No:		21/382/TR/006		Revision: A	
Job No:		21-382		Date: 25.04.2024	

APPENDIX BGH 9

APPENDIX BGH 10



*Based on Kufic Architects Site Plan, drawing ref: 21185-D02 Rev A (received 11.07.24)



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Title: **SWEPT PATH ANALYSIS OF REFUSE VEHICLE**

Status: **FOR INFORMATION**

Scale: 1:250
Size: A3 - 420 x 297

Drawn: LD Chkd: NC Appvd: GWB

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: HEALEY ISLAMIC TRUST					
Project: HEALEY LANE - BATLEY					
Drawing No:	21/382/ATR/002	Revision:			
Job No:	21-382	Date:	16.07.2024		

APPENDIX BGH 11



For and on behalf of:

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

BATLEY

Friday 12 January 2024

1200-1400
1600-2000

Drawing N°: 27608 - 01

Site: 1

Location: Jame Masjid /
Henry Street



PEDESTRIAN COUNTS

JOB REF: 27608

JOB NAME: BATLEY

SITE: 1

LOCATION: JAME MASJID / HENRY STREET



PEDESTRIAN COUNTS

JOB REF: 27608

JOB NAME: BATLEY

SITE: 1

LOCATION: JAME MASJID / HENRY STREET



DATE: 12/01/2024

DAY: FRIDAY

TIME	MOVEMENT 1 ACCESS 1 - IN			MOVEMENT 2 ACCESS 1 - OUT			MOVEMENT 3 ACCESS 2 - IN			TIME	MOVEMENT 4 ACCESS 2 - OUT			MOVEMENT 5 ACCESS 3 - IN			MOVEMENT 6 ACCESS 3 - OUT		
	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT		UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT
12:00	0	0	0	0	0	0	0	11	11	12:00	0	0	0	0	1	1	0	0	0
12:15	0	2	2	0	0	0	0	18	18	12:15	0	0	0	0	1	1	0	0	0
12:30	0	2	2	0	0	0	2	77	79	12:30	0	1	1	0	1	1	0	0	0
12:45	0	5	5	0	0	0	0	229	229	12:45	0	2	2	1	64	65	0	1	1
H/TOT	0	9	9	0	0	0	2	335	337	H/TOT	0	3	3	1	67	68	0	1	1
13:00	0	1	1	0	0	0	2	110	112	13:00	0	1	1	1	61	62	0	4	4
13:15	0	0	0	0	4	4	0	0	0	13:15	4	266	270	0	1	1	2	112	114
13:30	0	0	0	0	4	4	2	1	3	13:30	5	136	141	0	0	0	2	24	26
13:45	0	0	0	0	1	1	0	2	2	13:45	0	16	16	0	0	0	0	0	0
H/TOT	0	1	1	0	9	9	4	113	117	H/TOT	9	419	428	1	62	63	4	140	144
P/TOT	0	10	10	0	9	9	6	448	454	P/TOT	9	422	431	2	129	131	4	141	145

TIME	MOVEMENT 1 ACCESS 1 - IN			MOVEMENT 2 ACCESS 1 - OUT			MOVEMENT 3 ACCESS 2 - IN			TIME	MOVEMENT 4 ACCESS 2 - OUT			MOVEMENT 5 ACCESS 3 - IN			MOVEMENT 6 ACCESS 3 - OUT		
	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT		UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT	UNDER 14	OVER 14	TOT
16:00	0	13	13	0	2	2	0	20	20	16:00	0	0	0	0	0	0	0	0	0
16:15	0	15	15	0	16	16	1	29	30	16:15	1	33	34	0	0	0	0	0	0
16:30	0	1	1	0	13	13	3	8	11	16:30	0	24	24	0	0	0	0	0	0
16:45	0	2	2	0	1	1	92	70	162	16:45	1	21	22	32	23	55	0	3	3
H/TOT	0	31	31	0	32	32	96	127	223	H/TOT	2	78	80	32	23	55	0	3	3
17:00	0	1	1	0	2	2	106	73	179	17:00	2	22	24	23	13	36	0	1	1
17:15	0	0	0	0	1	1	17	12	29	17:15	0	3	3	2	0	2	0	0	0
17:30	0	1	1	0	0	0	0	6	6	17:30	0	3	3	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	6	7	17:45	1	2	3	0	1	1	0	0	0
H/TOT	0	2	2	0	3	3	124	97	221	H/TOT	3	30	33	25	14	39	0	1	1
18:00	0	5	5	0	0	0	1	6	7	18:00	2	1	3	3	1	4	0	0	0
18:15	0	42	42	0	1	1	1	20	21	18:15	0	1	1	0	0	0	0	0	0
18:30	0	31	31	0	9	9	0	27	27	18:30	9	12	21	0	0	0	0	0	0
18:45	0	4	4	0	42	42	1	26	27	18:45	28	31	59	0	0	0	0	1	1
H/TOT	0	82	82	0	52	52	3	79	82	H/TOT	39	45	84	3	1	4	0	1	1
19:00	0	2	2	0	8	8	0	41	41	19:00	49	33	82	2	2	4	30	0	30
19:15	1	3	4	1	10	11	2	26	28	19:15	126	90	216	1	0	1	29	23	52
19:30	0	1	1	0	0	0	0	7	7	19:30	6	8	14	0	1	1	0	2	2
19:45	0	0	0	0	2	2	0	2	2	19:45	0	4	4	0	0	0	0	0	0
H/TOT	1	6	7	1	20	21	2	76	78	H/TOT	181	135	316	3	3	6	59	25	84
P/TOT	1	121	122	1	107	108	225	379	604	P/TOT	225	288	513	63	41	104	59	30	89

APPENDIX BGH 12

Existing Units at Healey Lane Mills, Batley

Units to be retained as existing

Unit 8 & 8a – Healey Islamic Trust – Mosque – **415m²**

Unit 1 / 2 / 2A – Metal Fabricators , Part Unit 1 Rented to Electricity Company – Sub Station - **365 m²**

Units to be converted to educational use

Unit 4 – Kitchen Manufactures - **53 m²**

Unit 4a – Furniture Storage - **59 m²**

Unit 4b / 4C / 5C – Joiner - **118 m²**

Unit 5A – Furniture Manufacturing - **83 m²**

Unit 5 / 5B – Joiner – Manufacture Doors - **107 m²**

Units to be demolished

Unit 3 – Metal fabricator - **85 m²**

Unit 6 – Marque Storage Retailer - **872 m²**

Unit 7 – Metal Fabricators - **872 m²**

Unit 9 & 9C – Car Accessories Retailer (no engines)

Unit 9a – Storage of Furniture & Household Goods

Unit 9b – Storage (Musical Band)

9, 9a, 9b, 9c - 174 m²

Unit 10 – Furniture Manufacturing - **39 m²**

Unit 11 – T-Shirt Printing - **54 m²**

Unit 13 – T-Shirt Printing - **54 m²**

Unit 14 – Household Goods Storage - **61 m²**

APPENDIX BGH 13

Calculation Reference: AUDIT-604801-220202-0259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days

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

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: 1776 to 4876 (units: sqm)
 Range Selected by User: 1300 to 5200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/09/20

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:

Monday	4 days
Tuesday	3 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	13 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	10

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:

Industrial Zone	6
Commercial Zone	1
Development Zone	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.

Secondary Filtering selection:

Use Class:

Not Known 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	2 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	7 days
1.1 to 1.5	3 days
1.6 to 2.0	3 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 13 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 13 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-D-03 LANDSEER ROAD IPSWICH	INDUSTRIAL ESTATE	SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 3550 sqm <i>Survey date: THURSDAY 17/09/20</i>		
10	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 2758 sqm <i>Survey date: FRIDAY 23/05/14</i>		
11	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area: 1776 sqm <i>Survey date: MONDAY 22/05/17</i>		
12	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>		
13	WY-02-D-07 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 3191 sqm <i>Survey date: MONDAY 15/05/17</i>		

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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	1	4727	0.127	1	4727	0.042	1	4727	0.169
06:00 - 07:00	1	4727	0.212	1	4727	0.148	1	4727	0.360
07:00 - 08:00	13	3698	0.539	13	3698	0.187	13	3698	0.726
08:00 - 09:00	13	3698	0.734	13	3698	0.449	13	3698	1.183
09:00 - 10:00	13	3698	0.593	13	3698	0.433	13	3698	1.026
10:00 - 11:00	13	3698	0.601	13	3698	0.526	13	3698	1.127
11:00 - 12:00	13	3698	0.610	13	3698	0.680	13	3698	1.290
12:00 - 13:00	13	3698	0.599	13	3698	0.645	13	3698	1.244
13:00 - 14:00	13	3698	0.599	13	3698	0.539	13	3698	1.138
14:00 - 15:00	13	3698	0.512	13	3698	0.607	13	3698	1.119
15:00 - 16:00	13	3698	0.508	13	3698	0.495	13	3698	1.003
16:00 - 17:00	13	3698	0.406	13	3698	0.680	13	3698	1.086
17:00 - 18:00	13	3698	0.260	13	3698	0.612	13	3698	0.872
18:00 - 19:00	13	3698	0.094	13	3698	0.204	13	3698	0.298
19:00 - 20:00	1	4727	0.063	1	4727	0.127	1	4727	0.190
20:00 - 21:00	1	4727	0.063	1	4727	0.042	1	4727	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.520			6.416			12.936

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:	1776 - 4876 (units: sqm)
Survey date date range:	01/01/13 - 17/09/20
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
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.

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