



# Fartown Village Hall, Ball Royd Road, Fartown, Huddersfield

## Vehicular Parking & Management Plan

June 2026

Project number 2590

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# Quality Management

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Remarks				
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Prepared by	LJO			
Checked by	AH			

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## 1.0 Introduction

1.1.1 Paragon Highways have been appointed to prepare this Vehicular Parking and Management Plan in relation to the discharge of planning condition number 3 of the recently approved application (planning application number 2025/62/91019/W) for the change of use from a village hall to a mosque at **Fartown Village Hall, Ball Royd Road, Fartown, Huddersfield**. The site location in relation to the local and regional highway network is shown below.

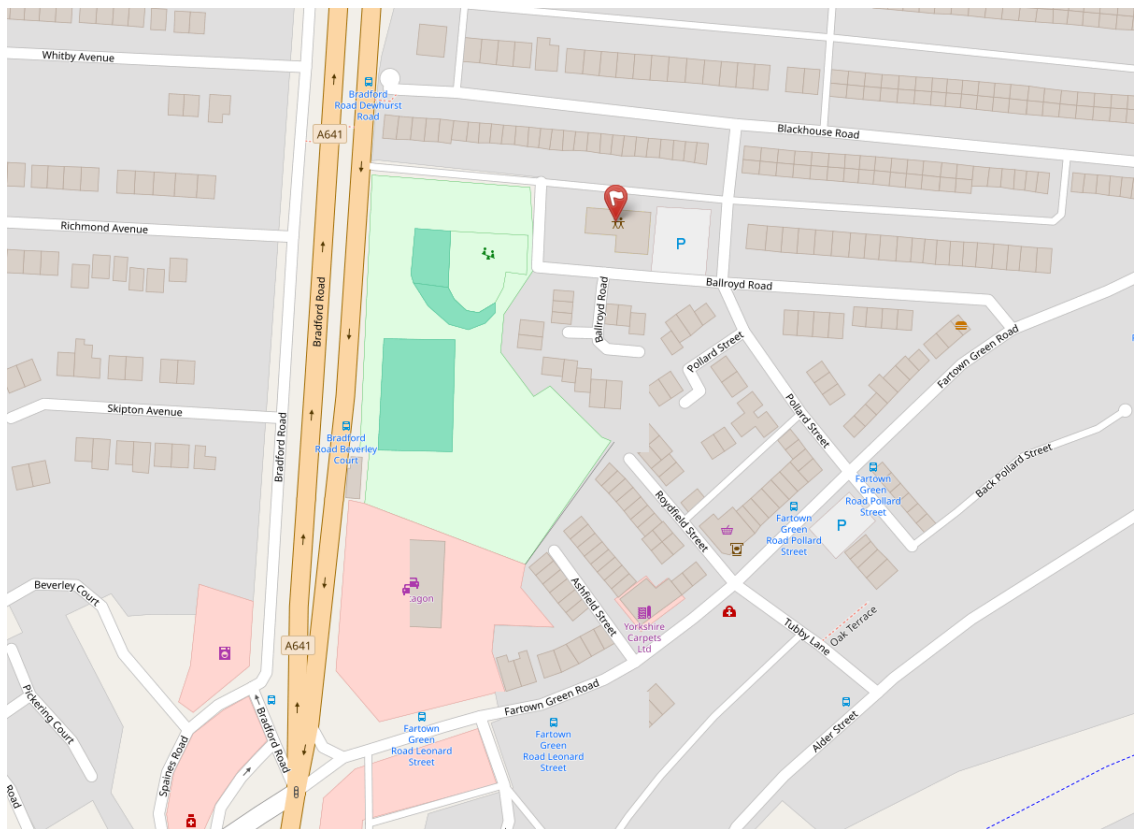


Figure 1 Site location

1.1.2 Numerous conditions which formed part of the decision notice have been attached to the approval. The information required to satisfy condition 3 relating to the requirement of a Vehicular Parking and Management Plan are indicated below.

1.1.3 These key elements which made up condition 3 are listed below and will form the basis of the Vehicular Parking & Management Plan: -

- Information on the likely trip generation and expected parking demand at the site.
- Contact details for the resident liaison member of staff.
- Method(s) of informing residents of events taking place where high volumes of guests are expected.
- The use of car park attendants and marshals.
- An overflow parking plan and the use of stacking within the existing car park.
- Monitoring schedule of on street parking generated by the development and the means of mitigation in the event of repeated anti-social parking and obstruction.
- Promotion of the use of sustainable active travel
- Mechanism for review of the Vehicle Parking & Management Plan and undertaking of mitigation in relation to repeated anti-social parking obstruction.

## 2.0 Existing Situation

- 2.1.1 The site consists of a village hall building situated between Ball Royd Road and the rear service road for residential properties located off Blackhouse Road. The site consists of the main building located centrally with a car park and access located on the east side (access taken from Ball Royd Road on the south side of the site). The satellite view below shows the location of the site and its surroundings.



Figure 2 Satellite view

- 2.1.2 The site is occupied by a village hall building with an internal floor area of 340 sqm. The car park to the east of the site can accommodate around 12 cars and contains a bituminous sealed surface. The car park also contains 2no disabled spaces adjacent to the main entrance to the building.

- 2.1.3 The site contains an existing access to serve the car park, this is in the form of a vehicular dropped crossing and is around 4.8m in width, allowing for simultaneous two way flow at the car park access.
- 2.1.4 The site is situated within the medium to high density residential area of Fartown, providing an opportunity for sustainable travel modes to be used to access the site.
- 2.1.5 Ball Royd Road and Pollard Street are unrestricted allowing for some on street car parking in the area. These roads range between 5.5m and 6.3m wide generally and also contain footways on both sides. The service road to the north would not accommodate on street car parking given its width and that it provides access to off street car parking associated with the residential properties located off Blackhouse Road.

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### **3.0 Development Proposals**

- 3.1.1 The approved application (planning application reference 2025/62/91019/W) includes the change of use of the village hall to a mosque. The internal floor area of the building would remain the same.
- 3.1.2 The proposals include the use of the existing car park with parking spaces laid out to accommodate 12no vehicles.
- 3.1.3 The access would remain the same as this provides suitable geometry and visibility to serve the development.
- 3.1.4 The proposed development layout plan can be found at Appendix A.
- 3.1.5 Appropriate area(s) of the parking stock will be reserved for the sole use of disabled drivers only during busier periods. Considered will be given to these spaces and where possible, ensure they are placed within close proximity to the building and/or designated access point(s).
- 3.1.6 All parking spaces will be a minimum of 2.4 x 4.8 metres with defined white line markings.

#### **Trip Generations**

- 3.1.7 The TRICS database does not contain a suitable selection of surveys carried out at mosque sites, with limited data on places of worship. Therefore, this methodology to ascertain likely development trips cannot be used.
- 3.1.8 Friday prayers are envisaged to be the busiest times with up to 100no participants during these prayer sessions. The site is surrounded by dense residential areas therefore the mosque would merely provide a local facility for nearby residents and businesses. It is highly unlikely that local people would travel by car to reach the site and based on experience from other similar developments typically around 5 to 10% travel by car to reach these facilities in this type of locality, which are usually participants that are unable to walk reasonable distances. This would equate to 10no trips during the busiest time, as entry and exit movements are unlikely to occur in the same hour.

- 3.1.9 It should be noted that there are other mosques situated less than 1km from this site, so it is unlikely that participants would travel further than this distance to reach this site as alternative facilities are available.
- 3.1.10 Based on up to 10% travelling to the site by car during the Friday prayer sessions there would be a typical parking demand of around 10no cars for participants. The operators will also require a car parking space. Therefore, there will be an overall demand for around 11no car parking spaces during the busiest day, which can be accommodated within the on site car park.
- 3.1.11 Using the NOMIS website on how people travel to work (based on the 2021 Census) the Fartown area of Huddersfield has a low percentage of single occupancy car journeys with on 52% travelling by car (see below NOMIS output). The percentage of residents from this particular area that travel to work by car is far lower than the overall 73% within the entire Kirklees area, which confirms that alternative sustainable transport modes are available for residents.

**TS061 - Method used to travel to work**

ONS Crown Copyright Reserved [from Nomis on 5 June 2026]

population units	All usual residents aged 16 years and over in employment the week before the census	
area type	Persons	
area name	2021 super output areas - middle layer	
	E02002299 : Kirklees 029	
Method of travel to workplace	2021	%
Train	62	3
Bus, minibus or coach	267	13
Taxi	99	5
Driving a car or van	1 057	52
Passenger in a car or van	168	8
Bicycle	30	2
On foot	351	17
	<b>2034</b>	<b>100</b>

Figure 3 Method of travel to work 2021 census

### Sustainable Travel Initiatives

- 3.1.12 The operators of the site propose 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices when travelling to the site.

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- 3.1.13 These measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as providing travel information to participants via a dedicated website or social media channels.
- 3.1.14 Travel information and initiatives will be promoted to all participants. This will be achievable via travel information on the website and social medial channels. This information will be coordinated properly by the operators of the site.

#### **Initiatives to Promote Walking**

- 3.1.15 The health, environmental and financial benefits of walking will be promoted to participants/ visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The operators of the site will liaise with the local authority on behalf of participants to relay any concerns about the local footway network, accessibility and personal safety issues.
- 3.1.16 Information in respect of walking routes to the site will be made available to participants on request. This information will be made available on the website. Reference to walking journey planner will also be provided in promotional and marketing material such as [routeyou.com](http://routeyou.com) or [komoot.com](http://komoot.com).

#### **Initiatives to Promote Cycling**

- 3.1.17 The operators of the site will promote cycling to participants and visitors. Information on local cycle network routes will be made available to participants/ visitors. This information will be included on maps available online and references will be made to these websites that promote cycling and journey planning including [cyclecityconnect.co.uk](http://cyclecityconnect.co.uk).

#### **Measures to Promote Public Transport**

- 3.1.18 The website for the site will include information on local bus services including links to route information, service frequencies and journey planning. References to [wymeto.com](http://wymeto.com) will also be included on the website.

### **Measures to Reduce Car Use**

- 3.1.19 Car sharing is a good means of single occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of people travelling to the site. Whilst the majority of participants are likely to walk to the site, car sharing could be one of the modes used for those participants that are unable to walk or cycle to the site.

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## 4.0 Condition 3

4.1.1 The planning approval (planning reference 2025/62/91019/W) contained a planning condition (condition 3). The following paragraphs detail the commitments required within this planning condition. It should be noted that details of likely trip generations together with parking demands have been provided above. Similarly, within the proposals section details are also provided above on the promotion of sustainable and active travel.

### **Resident Liaison**

4.1.2 The contact details of the Resident Liaison member of staff are provided below. The resident liaison is to assist any concerns local residents have with regard to the operation of the site. The contact details for the Resident Liaison will also be provided on the website.

Name: Atif Kiani

Email: [thepeacehallorg@gmail.com](mailto:thepeacehallorg@gmail.com)

### **Informing Residents**

4.1.3 Given the size of the building the operators of the site would not generally accommodate events where high volumes of guests are expected. However, in the unlikely event that this occurs then information will be provided to residents via the operator's website and social media channels.

### **Parking Management**

4.1.4 It is envisaged that the site would not attract many visitors throughout most of the week with the busiest period during Friday prayers. During these busiest times where the car park will be approaching or at capacity the operators of the site shall use parking marshals. These will assist those participants travelling by car to direct them to the parking space within the car park. The parking marshals will attend the site at least 30 minutes before the prayer session and 30 minutes after the prayer session finishes. It is envisaged that at least one parking marshal shall assist parking within the site and additional marshal(s) patrolling the adjacent highway.

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- 4.1.5 In the unlikely event that car parking demand is likely to exceed the car park capacity (>12no spaces), the parking marshals will arrange for the car park to operate a stacking formation, given that participants are likely to arrive and leave at the same time. Details on how the stacking arrangement would work are shown on the plan Appendix B and confirms that 21 vehicles can be accommodated. The requirement for those participants arriving by car to park within the on-site car park and not the adjacent public highway will be advised via the website and social media channels.
- 4.1.6 During the busiest times (Friday prayers) and/ or during potential events at the site, parking marshal(s) shall carry out beat patrols along the adjacent highway to make sure no indiscriminate car parking occurs that would obstruct other road users from using Ball Royd Road or Pollard Street by participants and visitors to the site. The patrols would be along the full length of Ball Royd Road, Pollard Street and service road to the rear of the dwellings off Blackhouse Road and would occur during the 30 minute period prior to Friday prayer sessions. Should indiscriminate parking occur on street then details of car registration will be recorded and the operators of the site will request that those participants park correctly/ within the on site car park when attending future sessions.
- 4.1.7 Any residents that approach the parking marshals shall be given the Resident Liaison contact details to relay any concerns they have in respect to parking associated with the site. All on street car parking concerns raised by nearby residents shall be recorded by the Residents Liaison along with details of what action has been taken to rectify/ mitigate the issue raised.

### **Review**

- 4.1.8 This Vehicle Parking and Management Plan will be reviewed annually in terms of its overall effectiveness in accommodating parking demands during the busier periods typically including Friday prayer sessions and any events.
- 4.1.9 Should complaints of indiscriminate on street parking in the local area be continually raised during busier periods at the site, then a parking stress survey will be undertaken at agreed times/dates (suggested annually during Friday prayer sessions) with Kirklees Council. The assessed data will be reported to the necessary department within the Council; should the returned results record excessive on street parking activity the operators of the site shall discuss with the Council how this will be rectified (such as on

site signage or discussions between the operators of the site and participants advising them not to park on street).

- 4.1.10 The sustainable travel initiatives proposed within this report confirms the applicant's commitment to reducing private car use to the site and the promotion of sustainable travel.
- 4.1.11 The site is in a sustainable location, well placed in a medium to high density residential area with access to numerous facilities, amenities and public transport services on foot via the footway network. The site is conveniently located in relation to bus services, reducing the requirement for the need for a car, and the proposed measures to relay information on public transport times together with fare stage locations. The operators of the site will ensure this information is transmitted and regularly updated via the website and awareness using social media channels.
- 4.1.12 To further promote sustainable travel and ensure parking requirements are kept to a minimum, measures will be put in place to encourage and support walking and cycling by setting up bike user groups, walking buddying, supply information on cycle and walking routes, cycle storage and general cycle maintenance.
- 4.1.13 At the present time there are no plans to offer a mini bus service. However, should the operators of the site feel this would be of benefit to participants and visitors, and would like to introduce the service, this could be reviewed and addressed.
- 4.1.14 The proposed site layout has been evaluated and accepted by the relevant Highway Authority as part of the planning approval in terms of access and parking provision.

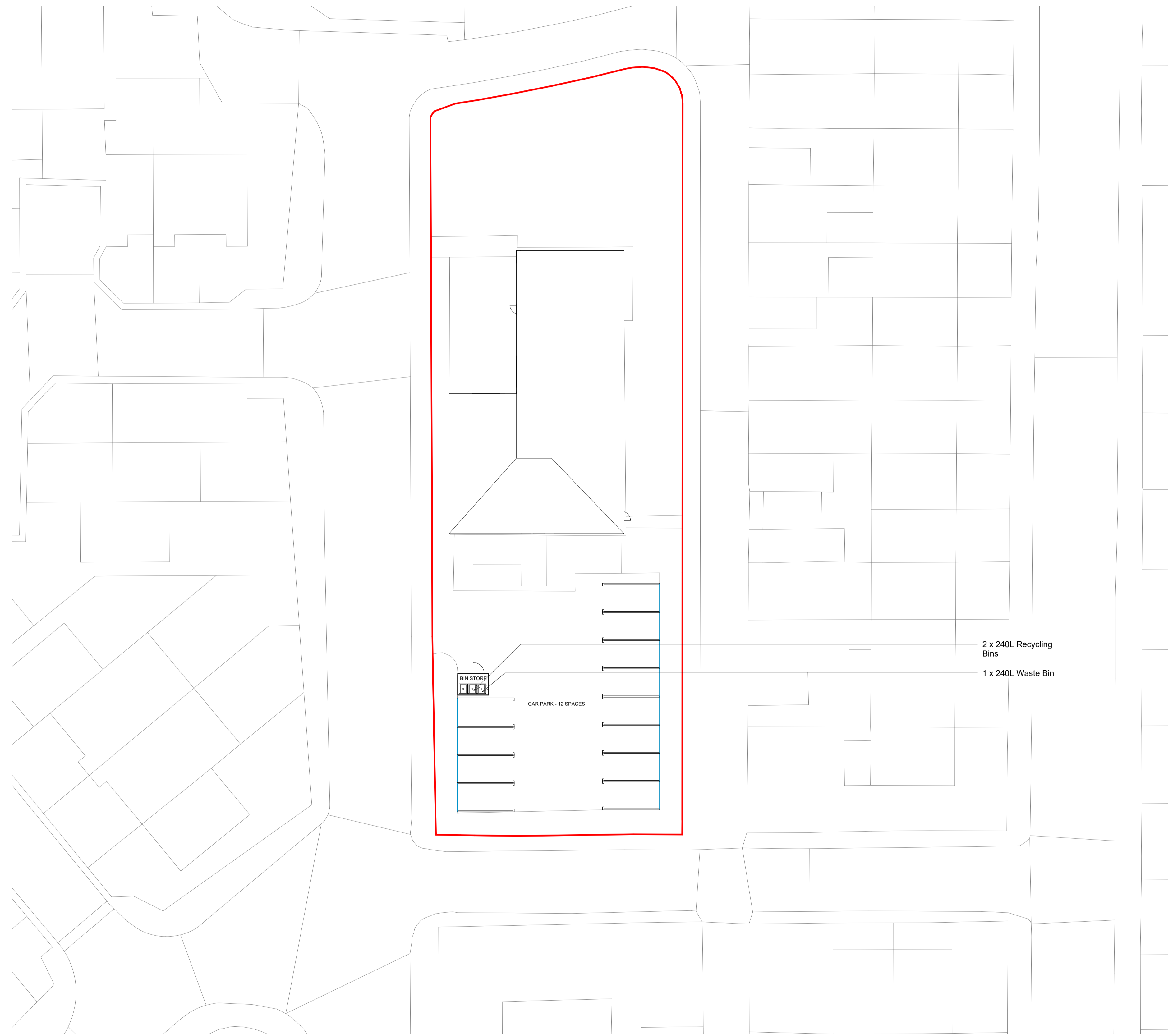
## 5.0 Conclusion

- 5.1.1 The approved development includes the change of use from a village hall to a mosque off Ball Royd Road, Fartown, Huddersfield. As part of the planning approval (planning reference 2025/62/91019/W) condition 3 of the decision notice requires a Vehicle Parking and Management Plan, which includes information on trip generations and parking demands, details of Residents Liaison and communication methods, the use of marshals and how the plan will be reviewed.
- 5.1.2 This Plan contains full and accurate details on how the car park will operate and provided preventive measures/solutions for any issues surrounding potential opportunities for the oversubscription of the car park area during busy/peak times and find possible solutions.
- 5.1.3 It is anticipated that the measures set out within the plan will evolve with the work of the Residents Liaison/operators of the site, who will liaise closely with the Council to arrange and agree required detailed surveys if required as part of future mitigation measures, to enable a full review of any potential on street parking, if required.
- 5.1.4 The matters raised by Kirklees Council in conjunction with the consideration of this development have been suitably addressed within in this Plan and based on the provided information, there is no reason why condition 3 of the recently approved planning permission should not be formally discharged.

# Appendix A

## Proposed Car Park Layout

Only figured dimensions should be used.  
 Scaled dimensions should be checked with the Architect.  
 This drawing together with the design, is the property and copyright  
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**1** Site  
 1 : 200

<b>A</b>	Amended bin storage units.	GH	JC	23.02.26
rev	description	drawn	auth	date

DO NOT SCALE OFF THIS DRAWING

**ACUMEN**  
 Designers & Architects

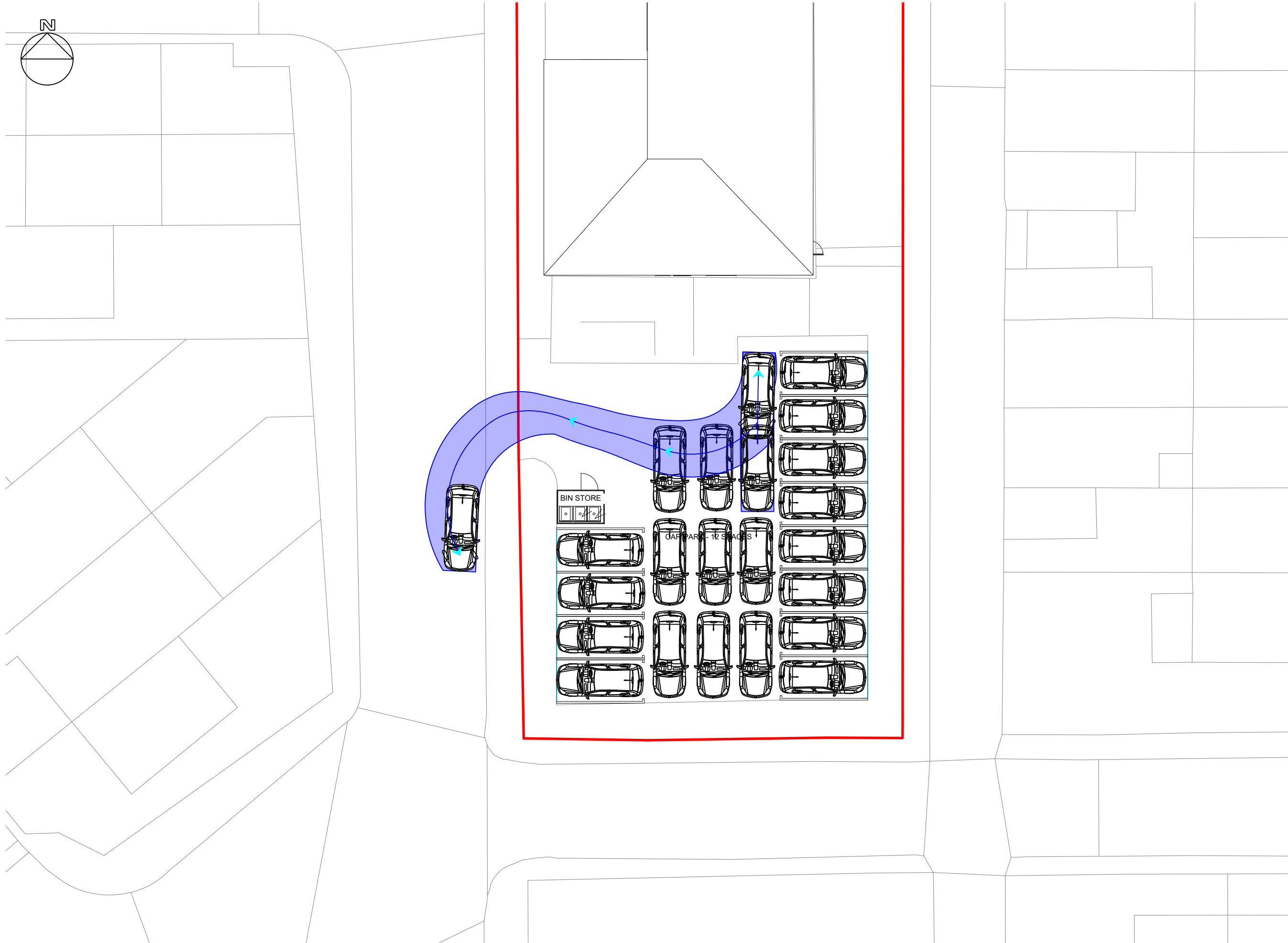
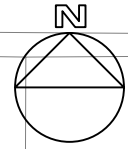
acumenarchitects.co.uk 01484 546 000  
 Headrow House, Old Leeds Road, Huddersfield, Huddersfield HD1 1SG

Client		
MR A KIANI		
Project		
FARTOWN VILLAGE HALL		
Project No	Drawing No	Rev
2945	(100)05	A
Description		
PARKING LAYOUT		

Scale	Date Drawn	Drawn By	Authorised By
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Purpose of Issue			
Planning	Building Regs	Tender	Construction
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Comment	Info		
<input type="radio"/>	<input type="radio"/>		

# Appendix B

## Car Park Stacking Arrangements



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE  
FARTOWN VILLAGE HALL, HUDDERSFIELD

DRAWING TITLE  
PROPOSED CAR PARK STACKING

DRAWING NUMBER  
ORIGINATOR PROJECT VOL. TYPE ROLE NUMBER  
PRGN - 2590 - HGN - DR - CH - 0001

CLIENT  
ATIF KIANI

SCALE SIZE DRAWN CHECKED AUTHORISED DATE  
1:200 A3 AH LO AH JUN 26

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