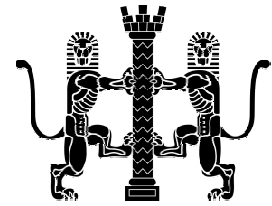


Planning Department

Planning and Development Service, Kirklees Council,
PO Box 1720, Huddersfield, HD1 9EL



17/08/2026

Reference No: A1655

Al-Hira Educational Centre, 51 Broad Lane, Dalton, Huddersfield HD5 9BY
Full Planning Application – Change of Use to Class F1(f) Public Worship or Religious Instruction
(All Floors), with Associated Internal Alterations

Dear Sir/Madam,

We write on behalf of our client, **Al-Hira Educational Centre**, as architect and planning agent, to submit a **full planning application** in respect of the above property. The application seeks planning permission to regularise the established use of the site as an education and religious facility, and to update the consented use and conditions to reflect current planning policy and operational needs.

1. Planning Background and Purpose of the Application

Planning permission was granted under ref. **2013/62/92747/W** for the:

“CHANGE OF USE AND ALTERATIONS OF A4 PUBLIC HOUSE TO D1 EDUCATION CENTRE”
at Jolly Sailor, 51 Broad Lane, Dalton, Huddersfield HD5 9BY.

That permission authorised use of the **ground floor and basement as an education centre** (Class D1) with the **first floor in Class C3 residential use**, subject to a number of conditions. In particular:

- **Condition 3** restricted the opening hours to:
 - 09:30–16:00 and 18:00–21:00 Monday–Friday
 - 09:00–16:00 Saturday
 - 10:00–16:00 Sunday
- **Condition 4** restricted:
 - the **ground and basement** to use as an education centre only (and not any other D1 use), and
 - the **first floor to Class C3 residential use only**.

Since the 2013 planning approval, the first floor has **not been used for residential purpose**, and therefore would **not result in the loss of a residential dwellinghouse**.

Since implementation of that consent, the premises have operated as **Al-Hira Educational Centre** (education centre) and, more recently, have also hosted **Friday sermon/prayers**, with traffic and parking managed on site.

The current application is brought primarily in order to:

1. **Align the authorised use with the current Use Class Order**, by changing the lawful use of the **entire building** to **Class F1(f) – public worship or religious instruction**, and
2. **Remove and replace the restrictions in conditions 3 and 4** of permission **2013/62/92747/W** so that:
 - the **basement and ground floor** can lawfully be used as part of an Islamic centre (rather than being limited strictly to “education centre” use), and
 - the **first floor** can also form part of the Islamic centre (Class F1(f)) rather than remaining restricted to Class C3 residential use; and
 - the **opening hours are extended** in a controlled and clearly defined manner to facilitate daily and Friday prayers and limited additional hours during Ramadan.

Although submitted as **a full application**, the proposals are essentially a **rationalisation of an established and valued community use**, updating the consent to reflect current use Class terminology and the centre's growing role in serving the needs of the local community and providing an appropriate planning framework for its continued use as an Islamic religious and educational centre.

2. Description of Development

The proposed description of development is:

“Change of use from D1 education centre (basement and ground floor) and C3 residential (first floor) to Class F1(f) public worship or religious instruction on all floors, with associated minor internal alterations.”

No external alterations to the **building elevations** are proposed and the **existing external appearance of the building and site will be retained**. Any parking, access and traffic management arrangements are as described in the submitted **Transport Statement**.

In functional terms, the proposed use would be as follows:

- **Basement:** storage associated with the Islamic centre.
- **Ground floor:** prayer hall and ancillary community space, with associated toilets and washroom facilities.
- **First floor:** dedicated, separate classrooms for after-school educational classes for children, including staff facilities and ancillary space.

Internal works are limited to relatively **minor alterations (principally removal/reconfiguration of internal partitions)** to optimise the layout for prayer and teaching spaces.

3. Proposed Use, Hours and Management

The site is already in use as an education centre and place for Friday sermon. The proposed development seeks:

- **Use Class:** Entire building in **Use Class F1(f)** (public worship or religious instruction), encompassing both religious and educational activities under a single, coherent use class.
- **Hours of operation:** As set out in the **Transport Statement (CIT13-CTY-HTP-ZZ-RP-T-0001_P01_TS)**, the normal operational profile includes:
 - core daily operations broadly between **09:00 and 21:00**;
 - additional **early morning opening (30 minutes before sunrise)** to facilitate morning prayers; and
 - during the months of **May to July**, a limited additional opening period between **22:15 and 22:45** to accommodate the late evening prayer during these three months only.

The **Transport Statement** makes clear that:

- Weekday (Monday–Thursday) attendance outside peak times is modest (typically **5–7 attendees per daily prayer**, mostly local, travelling by foot or bus), and
- **Friday prayers**, which are the busiest day, will be managed by holding **two separate Friday prayer sessions**, each limited to around **40 attendees**, thereby spreading arrivals/departures and reducing intensity at any one time.

The application is therefore accompanied by a comprehensive **Traffic Management Plan** within the Transport Statement, including:

- use of **traffic marshals** at peak times (notably Friday prayers);
- promotion of **walking, cycling, public transport and car sharing**;
- provision of **secure on-site cycle parking**;
- clear instructions to attendees regarding considerate parking and swift dispersal after prayers; and
- ongoing engagement with local residents, including a clear point of contact and process for raising and resolving any issues.

These measures directly address the highway and amenity concerns that originally underpinned conditions 3 and 4 of permission **2013/62/92747/W**, providing a more robust, contemporary management framework tailored to the current and proposed operation of the site.

4. Transport, Parking and Residential Amenity

The **Transport Statement**, prepared by Citystruct Ltd, provides a detailed assessment of the transport and parking implications of the proposals. Key conclusions include:

- The site has operated as an education centre since 2015 with an established pattern of use and no recorded highway safety issues arising from the access arrangements.
- The site is in a **highly accessible urban location**, within walking distance of a large local residential catchment (Dalton, Moldgreen, Grove Place, Rawthorpe etc.) and with:
 - bus stops on Broad Lane / Long Lane within **c.100m** (Carr Green Junction stops);
 - frequent services to Huddersfield town centre and wider destinations; and
 - good quality local footways and safe crossing points.
- The site accommodates around **12 on-site car parking spaces** within the existing frontage and rear courtyard, with an additional two spaces/drop-off positions adjacent to Hill Top Road referenced within the Transport Statement, providing an overall capacity of approximately **14 vehicles**, whilst still encouraging travel by non-car modes in line with **Kirklees Local Plan Policies LP20 and LP22**.
- Projected vehicle movements associated with daily prayers are **modest**, even under a conservative assessment scenario:
 - on a typical weekday (Monday–Thursday), up to around **38 two-way vehicle movements per day**;
 - on a Friday, around **87 two-way vehicle movements per day**, occurring mainly in the **middle of the day**, outside the morning and evening network peak hours.
- The Transport Statement concludes that the resulting **traffic impact would not be “severe”** within the meaning of the **NPPF** (December 2024) and can be comfortably accommodated on the local highway network and the assessment demonstrates that the residual cumulative impact would not reach the threshold at which development should be refused on highway grounds.

From a residential amenity perspective, the extended hours proposed are:

- **tightly linked to prayer times and educational activity**,
- supported by active on-site management and communication with neighbours, and
- distributed such that **peak vehicular activity** is focused on the middle of the day rather than early morning or late night.

The proposals therefore respond positively to the **original reasons** for conditions 3 and 4, by providing:

- updated and more precise management measures;
- strong emphasis on sustainable travel and car sharing;
- a scale and pattern of operation of a genuinely local facility with students and visitors walking to site;
- reducing the need for longer-distance journeys to alternative mosques.

5. Drawings and Supporting Information

The submission includes the following key documents and drawing sets:

- **Transport Statement**
 - CIT13-CTY-HTP-ZZ-RP-T-0001_P01_TS (Citystruct Ltd)
- **Drawings** (four coordinated sets):
 - **Existing – As Approved**
 - Drawings reflecting the previously approved arrangement under permission **2013/62/92747/W**.
 - **Proposed – As Approved**
 - Drawings showing the previously approved proposed layout under the same permission.
 - **Proposal**
 - Drawings showing the **current proposed internal layout and use of each floor**, with the entire building in Use Class F1 (f) and minor internal changes.

6. Planning Policy and Overall Planning Balance

The proposals:

- **Consolidate and enhance an existing community facility**, providing a dedicated local Islamic religious and educational centre fully within Class F1 (f);
- Make **efficient use of an existing, previously converted building**, fully consistent with the principles of the **NPPF** and the Kirklees Local Plan;
- Support **sustainable patterns of movement**, as evidenced in the Transport Statement and in line with Policies **LP20 and LP22**, by:
 - capitalising on an accessible location;
 - promoting non-car modes and car sharing; and
 - providing proportionate on-site parking and cycle parking;
- Incorporate a robust **Traffic Management Plan and operational controls** that directly address the concerns underlying conditions 3 and 4 of the 2015 permission, thereby safeguarding **residential amenity and highway safety**; and
- Deliver clear **community benefits**, including local worship space, structured after-school education for children and wider community use, all within a managed framework that fosters positive relationships with neighbours.

In this context, the proposed change of use and revised operational parameters represent a **logical and policy-compliant evolution** of the existing consent, without introducing any material harm to highway safety, parking conditions or residential amenity.

7. Summary and Request

In summary, the application seeks to:

- update the authorised use to **Class F1(f) across all floors**;
- **remove and replace** the restrictive elements of conditions 3 and 4 on permission **2013/62/92747/W**;
- formalise the building's role as an **Islamic religious and educational centre**; and
- secure a comprehensive and enforceable **management framework** for hours, access, traffic and parking.

We respectfully request that the application be **approved**, subject to any appropriate and updated conditions, having regard to the evidence presented in the Transport Statement and the established nature and benefits of the use.

Should Planning Services require any further information, clarification or amended wording (for example regarding the precise description of development or proposed hours of use), we would be pleased to discuss this at the earliest opportunity.

Yours sincerely,

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