

**APPLICATION FOR DEMOLITION OF EXISTING AL BILAL MOSQUE AND
ERECTION OF NEW PURPOSE-BUILT ISLAMIC COMMUNITY CENTRE,
PRESTWICH**

TRANSPORT STATEMENT



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Table of Contents

1.0	Introduction and Background	4
2.0	Site Location	4
3.0	Existing Characteristics	5
4.0	Transport Policy Context	10
5.0	Development Proposals	13
6.0	Traffic Impact	17
7.0	Summary and Conclusions	20

Appendices

Appendix A	Existing Layout Plans
Appendix B	Proposed Site Plans
Appendix C	Visibility Splays
Appendix D	Parking Surveys
Appendix E	Swept Path Analysis
Appendix F	National Travel Survey Data
Appendix G	Census Data

List of Figures

Figure 1 - Location of Development Site in the Context of the Local Road Network	5
Figure 2 - Bus Routes (TfGM)	6
Figure 3 - Manchester Tram Network (TfGM)	6
Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)	7
Figure 5 - Cycle Map (TfGM)	7
Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)	8
Figure 7 - Road Safety Record near the Development Site (CrashMap)	9
Figure 8 – Proposed Site Layout	14

List of Tables

Table 1 - CIHT Walking Distances	8
Table 2 - MfS Walking Distances	8
Table 3 - Recommended Walking Distances	9
Table 4 - Summary of Accident Analysis	9
Table 5 - Parking Standards	15
Table 6 - Mode Share of Travel to School (National Travel Survey)	18
Table 7 - Mode Share of Travel to Madrasa at Al Bilal Madrassa	18
Table 8 - Mode Share of Travel to the Mosque	18

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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support an application for the demolition of the existing Al Bilal Mosque and subsequent erection of a new, purpose built, Islamic community centre. The building is located on the north-east side of Bury Old Road, Prestwich approximately 2km south east of Prestwich town centre.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the education facility and place of worship scheme and plans;
 - an assessment of the traffic generating potential of the education facility and place of worship development;
 - an assessment of the traffic and highway impact of the education facility and place of worship scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The development site is located on the north east side of Bury Old Road, Prestwich. The site is served by a shared existing, established access located to the south-east side of the building on Bury Old Road which provides access to parking at the front of the building. This access also provides access to a separate public parking area located adjacent to the south-east of the site. Pedestrian access into the building is provided through the car park accessed on Bury Old Road.
- 2.2 The development site is shown in Figure 1 below. The site plans are shown in **Appendix A**.

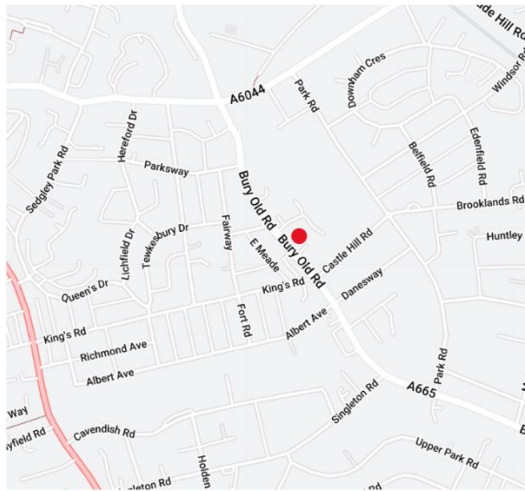


Figure 1 - Location of Development Site in the Context of the Local Road Network

- 2.3 The site is located at 52 Bury Old Road, Prestwich, Manchester and is currently an existing, operational Islamic Centre with Prayer Halls and a Madrassa Classroom.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The development site is located on the north-easterly side of Bury Old Road, Prestwich. Bury Old Road is an A class road and is classified as the A665. The road is subject to a speed limit of 30mph and has a system of street lighting in place. There are footways located along either side of Bury Old Road. The A665 has a single traffic lane in each direction but there is a right turn lane facility marked out to facilitate turning movements into the Al Bilal Islamic Centre and the public car park located adjacent to the Al Bilal Islamic Centre. There is a controlled crossing facility located approximately 50 metres south-east of the site on Bury Old Road. Bury Old Road has waiting restrictions present along both sides of the road in the vicinity of access into the Al Bilal Islamic Centre. Further to the south, there is a pedestrian refuge island located in Bury Old Road to aid pedestrian crossing movements of the road. There is a pedestrian refuge island located to the north of the site in Bury Old Road.

- 3.3 On the south-westerly side of Bury Old Road there is a service road running parallel to the A665 which provides access to a range of shops / commercial premises. Fronting these premises there is a restriction limiting waiting to 1 hour.

- 3.4 There are a number of side roads off the A665 Bury Old Road to the south-west and north-east of the main road and a number of the streets to the south-west of the A665 have a 20 mph speed limit in place.

3.5 Public Transport Access

- 3.6 The site is well served by bus and tram access. Bus stops are located in the immediate vicinity of the site access on Bury Old Road. There are more bus stops and tram stops offering different services located a short distance from the site on the A576, Bury New Road, Middleton Road and further North on Bury Old Road. These services can be seen in Figure 2 below.

- 3.7 The bus stops in the immediate vicinity of the site on Bury Old Road are both within 35m of the site on either side of the road. Bus services 94 and 135 operate from these bus stops. Bus service number 94 runs from Bury-Crumpsall and Crumpsall-Bury with 2 services in each direction per hour from Monday-Saturday and 1 service in each direction per hour on Sundays. Bus service number 135 runs from Bury-Picadilly Gardens and Picadilly Gardens-Bury with 6 services in each direction per hour from Monday-Saturday and 3-6 services in each direction per hour on Sundays.
- 3.8 The other bus stops shown in Figure 2 on Bury New Road, Middleton Road and North on Bury Old Road are all located a short distance from the site, all within a 1km walk of the site and offer a further range of destinations able to access the site by a bus service.

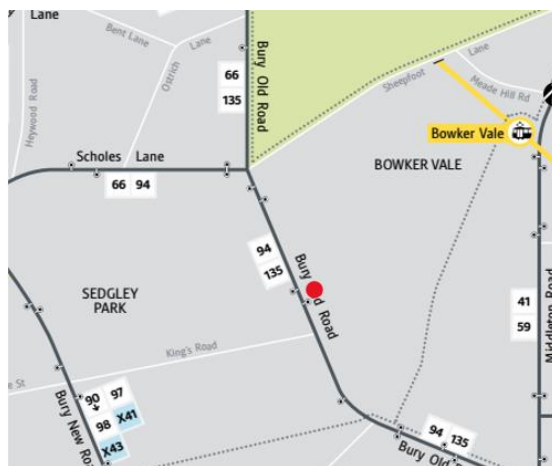


Figure 2 - Bus Routes (TfGM)

- 3.9 The Bowker Vale tram stop is located off the A576, a walk of approximately 1.2km north-east of the site taking approximately 15 minutes. The Yellow line and the Green line operate from these stops and all lines have services every 12 minutes. Destinations from the tram stops include Manchester and Bury and all destinations are shown in the figure below

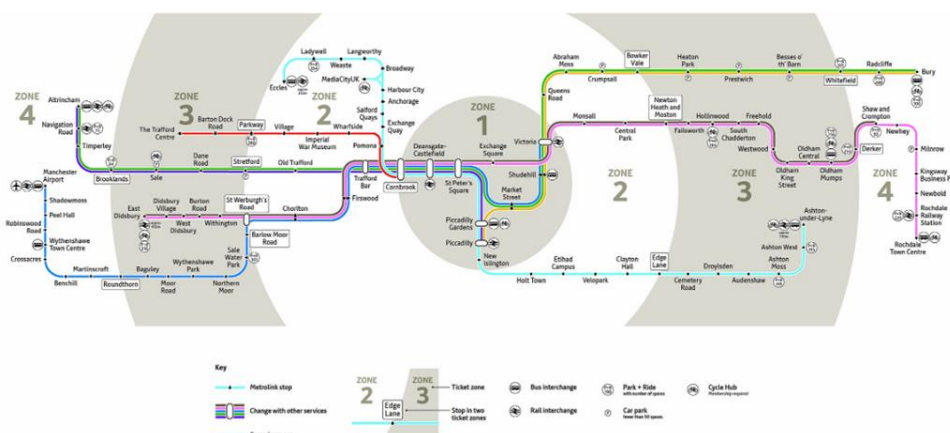


Figure 3 - Manchester Tram Network (TfGM)

- 3.10 The bus stops on Bury Old Road are comfortably located within the 400-metre 'desirable' walking distance recommended for accessing public transport



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.17 There is an extensive system of footways and street lighting along the roads surrounding the site. There is a toucan crossing on Bury Old Road within 50m south east of the site access, shown in Figure 5 above. Many of the streets to the west of Bury Old Road have 20mph speed limits.
- 3.18 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.
- 3.19 The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', 2000, provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 1.

Table 1 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

- 3.20 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'
- 3.21 The Table below summarises this guidance.

Table 2 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

- 3.22 A Report by WYG ‘ Accessibility – How Far Do People Walk and Cycle’ indicated the following 85th percentile walking distances in the Table below.

Table 3 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

- 3.23 The Islamic Community Centre will serve the local community. The above information demonstrates that a reasonable walking distance is 2km which will encompass many homes in the vicinity of the education facility and mosque.

3.24 Road Safety Record

- 3.25 The CrashMap database has been interrogated to assess the road safety record for Bury Old Road and the adjacent road network in the vicinity of the site. The output from the accident interrogation and the area analysed is shown in Figure 7 below.

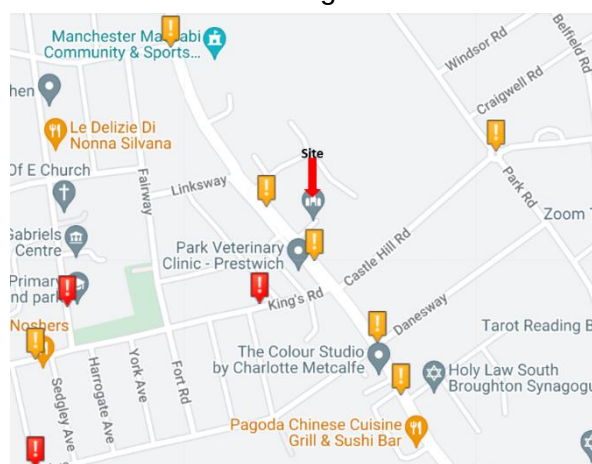


Figure 7 - Road Safety Record near the Development Site (CrashMap)

- 3.26 The analysis reveals there have been a number of recorded injury accidents in Bury Old Road in the immediate vicinity of the site and the surrounding road network. In the period of the analysis there were ten injury accidents identified in the network in the vicinity of the site on Bury Old Road and the surrounding road network. The details of the accidents have been summarised in the table below.

Table 4 - Summary of Accident Analysis

Date of Incident	Location of Incident	Severity of Incident	Number of Vehicles Involved	Number of Casualties Involved
10/09/2020	Junction of Parkway/Bury Old Rd	Slight	2	2
27/10/2021	Bury Old Rd	Slight	2	1

13/6/2017	Bury Old Rd	Slight	2	1
10/08/2020	Junction of Danesway/ Bury Old Rd	Slight	2	1
11/1/2020	Bury Old Rd	Slight	1	1
04/03/2021	Park Rd/Brooklands Rd/Castle Hill Rd Roundabout	Slight	5	1
01/11/2020	Kings Rd	Serious	2	1
13/07/2017	Bishops Rd	Serious	1	1
11/12/2017	Kings Rd	Slight	2	1
07/08/2020	Princess Ave/ Alberly Ave Junction	Serious	2	1

3.27 There were no recorded injury accidents at the site access to the Al Bilal Islamic Centre or in the immediate vicinity of the access in the 5 year period of the accident analysis. It is acknowledged that injury accidents have occurred elsewhere on the road network but the road safety record for the location should not represent a material concern in the context of the proposed development.

3.28 Summary

3.29 Road safety analysis identified a number of injury accidents along Bury Old Road, Prestwich. The local environment is conducive to encouraging journeys by bus, tram, on foot and by cycling. Access to the site by public transport, walking and cycling has been determined to be good.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2021)

The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.3 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.4 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 4.5 Paragraph 105 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.6 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.7 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.8 [Considering development proposals](#)
- 4.9 Paragraph 110 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.10 Paragraph 111 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.
- 4.11 Paragraph 112 indicates that developments should :
- a) Give priority to pedestrians and cyclists;
 - b) Address the needs of people with disability and reduced mobility;
 - c) Create places that are safe, secure and attractive;
 - d) Allow for the efficient delivery of goods, and access by emergency and service vehicles.
 - e) Be designed to enable plug-in and ultra-low charging points.
- 4.12 Paragraph 113 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.
- 4.13 [Travel plans, Transport Statements and statements in decision-taking \(DfT March 2014\)](#)
- 4.14 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Statement policy guidance documentation.
- 4.15 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Statement or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.
- 4.16 [Local Policy](#)

4.17 Bury Council UDP

HT2/4 - Car Parking and New Development

- 4.18 The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

HT3 - PUBLIC TRANSPORT

- 4.19 The Council will encourage land use measures aimed at maintaining and increasing the use of public transport.

HT4 - NEW DEVELOPMENT

- 4.20 In considering the location of new or intensified development, the Council will encourage proposals which:

- support the principles of sustainable development;
- assist the implementation of a balanced transportation strategy;
- minimise the environmental impact of traffic.

- 4.21 In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.

HT5/1 - Access for Those with Special Needs

- 4.22 The Council will encourage the provision of satisfactory access to public transport, car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposals which include: the provision of specially demarcated car parking spaces; ramped accesses in preference to steps in public and private areas; greater coverage of the Borough by the "Ring and Ride" and "Localine" services funded by the Greater Manchester Passenger Transport Authority; better design of buildings incorporating details such as wider and/or automatic doors.

HT6 - PEDESTRIANS AND CYCLISTS

- 4.23 The Council will seek to provide new and improved facilities for pedestrians and cyclists.

HT6/1 - Pedestrian and Cyclist Movement

- 4.24 The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by: eliminating points of conflict between pedestrians/cyclists and motor vehicles; providing direct and convenient routes; ensuring that routes are well lit and clearly signed; extending pedestrian areas, especially in Bury town centre and other district or local centres, where appropriate; ensuring that all proposals for development recognise the needs of pedestrians and cyclists; making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate; providing secure cycle parking and

identifying cycle routes, including recommended routes and cycle lanes through busy urban areas, where appropriate.

HT6/2 - Pedestrian/Vehicular Conflict

- 4.25 The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include: pavement widening/realignment; pedestrianisation schemes; improved pedestrian crossing facilities; proposals designed to reduce traffic speed; provision of clearly signed pedestrian routes.
- 4.26 [Assessment of the Change of Use Scheme Against Existing Policy](#)
- 4.27 The transport policies set out above follow a common theme for promoting access to development by sustainable transport.
- 4.28 Accessibility to the proposed Al Bilal Islamic Community Centre has been examined in this Transport Statement and it concluded that the site is accessible by sustainable transport. Parking is expected to be short in duration and not anticipated to create a severe network impact or an unacceptable highway impact. For the majority of prayer times car parking is not expected to occur on local streets. For other busier prayers, parking on the local streets is expected to be minimal and the short duration of waiting and parking is not expected to create any highway network or highway safety issue. The building off Bury Old Road, Prestwich is well located for access by public transport, walking and cycling and a number of people travelling to the building are expected to do so using sustainable travel, particularly walking.
- 4.29 The proposed demolition of the existing mosque and madrassa and the erection of a new purpose built Islamic Community Centre is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 [Development Proposals](#)

- 5.1 The application is for the demolition of the existing mosque and madrassa and the erection of a new purpose build Islamic Community Centre, Bury Old Road, Prestwich. The building is proposed to be set out with 4 classrooms, 2 worship halls, 2 teaching / lecture rooms, a youth recreation room, a library / community space plus supporting facilities including offices, plant rooms, toilets, storage etc. The scheme will provide parking at the rear of the building and a drop-off space. Cycle parking will be provided in a secure store at the rear of the building.
- 5.2 The proposed site layout for the development is shown in **Appendix B**.
- 5.3 The mosque will hold daily prayers 5 times during the day with the busiest prayers typically occurring at Friday lunchtime. Other prayers will have far fewer people attending. The attendance at prayer sessions will vary due to the season and prevailing weather conditions.
- 5.4 [Vehicular Access](#)

- 5.5 Access into the development site will be served by a new access which is proposed to be located on the northerly side of the building and then provide access to the rear of the building including the car parking area. The existing access will be for inbound access to the building. Vehicles will then leave the site via the new access onto the Bury Old Road, Prestwich, Bury. The inbound and outbound accesses and the one-way system around the building will simplify turning movements at the junctions and improve traffic flow within the site.

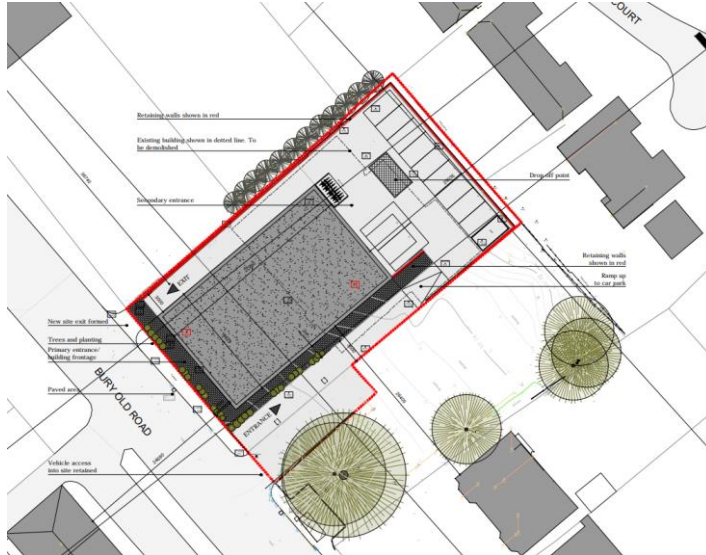


Figure 8 – Proposed Site Layout

- 5.6 **Visibility Splays**
- 5.7 Visibility splays for the new access (exit onto Bury Old Road) has been plotted and the drawing is located in **Appendix C**.
- 5.8 **Operational Management**
- 5.9 The Islamic Community Centre will have a management committee and a dedicated caretaker. The committee will oversee the organisation, management and planning for the madrassa, mosque and Community Centre. The caretaker is in attendance when the centre is open to ensure access into the classrooms and prayer halls is available and that it is locked up later.
- 5.10 The Planning Statement notes that a committee report for an earlier planning application did reference parking issues associated with the operation of the building. The committee will continue to organise marshalling of parking and will provide guidance to people in cars on which order to access the parking spaces at the rear of the building.
- 5.11 The committee will promote the use of walking to the building and this will be communicated to prayer attendees and people dropping off / picking up children at the madrassa. In terms of drop-offs / pick-ups for the education facility, the committee will advise parents / guardians / relatives to only use the off-street parking at the rear of the building and arrange arrivals in staggered intervals.

- 5.12 The committee proposes the following measures to promote non-car access :-
- Providing information on access and travel with the emphasis on walking to and from the site in enrolment information for the madrassa which will be provided to parents prior to children joining the madrassa
 - Displaying information inside the building on the notice board to state that parents should be walking children to the madrassa, including the benefits of walking
 - part of daily exercise routine,
 - healthy life style,
 - encouraging and embedding walking as a key method of travel for future journeys.
 - Undertaking a travel survey and sharing the results with worshippers and parents of children attending the madrassa
 - Issuing regular communications to reinforce the messages on sustainable travel through either email or a WhatsApp group
- 5.13 The Committee proposes these measures to discourage single car occupancy to the site :
- Encouraging the use of car sharing for any of the congregation that need to travel by car through communications at convenient times at the start or the end of prayer session, via email and / or the WhatsApp group.
 - Communicating to parents attending the madrassa or worshippers attending prayers of the problems that on-street parking can create in the nearby streets and the need to be considerate to neighbours in the area.
 - The marshal on-site will actively manage access into the on-site car parking.
 - The main road of Bury Old Road is protected by restrictions which will discourage parking on the road.
- 5.14 [Parking Strategy](#)
- 5.15 Bury Council sets out parking standards within Table 2 of the Parking Standards Supplementary Planning Document 2007.
- 5.16 [Car Parking](#)
- 5.17 The table below shows the parking standards for the various elements of the proposed development.

[Table 5 - Parking Standards](#)

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
11b. Non-Residential Institutions (D1): Crèche, day nursery or day centre	1 per full time equivalent staff	Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard.	Car Parking - The provision of adequate drop off facilities for parents and for visitors would also need to be individually considered.
11c. Non-Residential Institutions (D1): Schools	1.5 spaces per classroom	Up to and including 200 bays – 3 bays or 6% of the total capacity, <i>which ever is the greater</i> Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.	1 per 10 full time equivalent staff plus 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	Car Parking - Standard equates to 1 per full time member of staff with limited provision for visitors. <i>Only operational requirements should be provided for.</i> It is likely that Transport Assessments and Travel Plans will be required for new or expanded schools - see Development Control Guidance Note 12 – 'Travel Plans in Bury'.
11f. Non-residential institutions (D1): Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays – 4 bays <i>plus</i> 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces	

5.18 The education facility with a maximum of 4 classrooms would requires 1.5 spaces per classroom per full time teaching equivalent, using schools parking standards. With 4 classrooms open for a maximum of 2 hours per then this would equate to less than 2 spaces required. There is no change in the number of children attending the madrassa and the classes are already operating, therefore no change in parking for the madrassa is deemed necessary.

5.19 A place of worship requires 1 car parking space for every 5sq.m of space. The prayer halls total 275sq.m but there are two existing halls. The net change in prayer hall space is 17sq.m. The increase in floor area of prayer halls would require 4 car parking spaces.

5.20 Evening prayers could coincide with the classes but evening prayers would attract fewer worshippers and for the madrassa any car arrivals would be for drop-offs and pick-ups. The number of occasions when classes and evening prayers would coincide would be few. The evening parking demands are not considered to be significant issue for the proposed alterations because, as mentioned earlier in the Transport Statement, the Friday lunchtime prayer is the busiest and other prayer times are quieter.

5.21 The scheme proposes 11 car parking spaces at the site which is considered sufficient to cater for the current approved floor areas and the new increase in prayer floor area.

5.22 Analysis undertaken in this Transport Statement illustrates that the development is well located for access to sustainable transport infrastructure.

5.23 [Mobility Parking](#)

5.24 The scheme proposes 2 mobility spaces.

5.25 [Cycle Parking](#)

- 5.26 The parking standards indicate that for a place of worship 1 space is required per 50sq.m of space. The development will provide a secure cycle store at the rear of the building which will provide space for 9 bicycles.
- 5.27 [Motorcycle parking](#)
- 5.28 The Council require motorcycle parking for a place of worship to be provided at a rate of 1 space per 200sq.m of floor space. For a school, 1 space to be provided for every 40 full time equivalent staff, with a minimum of 2 spaces.
- 5.29 [Madrasa](#)
- 5.30 The madrasa will operate a maximum number of 4 classrooms with a maximum of 10-12 students per classroom so a maximum number of 60 children when the classes are operating. These smaller classrooms will replace the one large classroom in the existing building and there will be no change in numbers attending the madrasa with the new development compared to the existing classroom. The Applicant has indicated that the facility will cater for local people and sustainable travel will be encouraged.
- 5.31 The madrasa will hold classes on Monday to Friday between the hours of :
 - 5:00-7:00pm.
- 5.32 [Place of Worship](#)
- 5.33 The place of worship will hold prayers 5 times per day. The Applicant has indicated that prayers will be attended by local people.
- 6.0 Traffic Impact**
- 6.1 [Parking Survey](#)
- 6.2 A parking survey was undertaken on Friday 3rd February 2023 to assess the parking demands on the streets near the building at 52 Bury Old Road, Prestwich. The survey was based on streets within a short walking distance of the building at 52 Bury Old Road, Prestwich. The parking survey is located in **Appendix D**. The survey was undertaken between 11:30 to 14:00 to assess the potential impact on street of the proposed alterations to the mosque during busy Friday lunchtime prayers.
- 6.3 The analysis showed there to be available between 134 and 242 parking spaces on-street during the period of the survey.
- 6.4 [Swept Path Analysis](#)
- 6.5 Swept path analysis has been undertaken to demonstrate how private cars would access the rear parking area. The analysis is shown in **Appendix E**.
- 6.6 [Traffic Generation](#)
- 6.7 The TRICS database does not contain suitable data for the madrasa or the mosque so different methods, as explained below, have been used to develop the forecast traffic generation for the madrasa and the mosque.
- 6.8 [Madrasa](#)

- 6.9 The National Travel Survey 2020 has been used to forecast the level of car travel to the madrassa. The NTS 2020 in Table NTS0614 indicates 17% of pupils travelling under 1 mile to school go by car. The amounts for cycling have been added to the car percentage. The car proportion has been increased to 20% to ensure the total mode share equals 100%.

Table 6 - Mode Share of Travel to School (National Travel Survey)

Walk	Cycle	Car	Public Transport
80%	2%	17%	0%

- 6.10 **Appendix F** contains the NTS 0614 travel information.
- 6.11 From the analysis of the NTS the traffic generation and method of travel has been forecast for each session with 48 students. The analysis is shown in the Table below.

Table 7 - Mode Share of Travel to Madrasa at Al Bilal Madrasa

Method of Travel	%	No
Walk	80	48
Car	20	12

- 6.12 Vehicles that travel to the madrasa will drop-off children then make a return journey to collect children when the classes end. Vehicles will stop for short periods for the drop-off and collection trips rather than park up for the duration of the class.
- 6.13 The predicted number of children that will travel to the madrasa by car is 12 and some of the children will be from the same household so the number of vehicles is vehicles would be less than 12 to the madrasa to drop-off and then collect children. As explained earlier in this Transport Statement and the Planning Statement the numbers of children attending the 4 classrooms will be unchanged compared to the current situation so the impact will be unchanged.

6.14 Place of Worship

- 6.15 The draft plans show the capacity of each prayer hall as follows :
- 6.16 AMNI Transportation has undertaken the assessment of a mosque in Huddersfield (planning application 2021/62/93687/W refers). A parking survey was undertaken of the method of travel to the building in Huddersfield. The method of travel is shown below in the Table – mode share of travel to mosque.

Table 8 - Mode Share of Travel to the Mosque

Location	Vehicles	Vehicle Passenger	Walk
Huddersfield Mode Share	19%	58%	23%

- 6.17 For the predicted change in prayer hall space of 17sq.m (an increase of 8.5% of prayer hall floor area) then this should have a negligible traffic impact on the road network.

- 6.18 The increase in parking demand for the extra floor area for the prayer hall can be accommodated within the proposed off-street parking provision and the spaces identified in the parking survey without creating any highway operational or highway safety issues.
- 6.19 The building is located in an area of relatively low car ownership (24%). In the area that 52 Bury Old Road, Prestwich is located, there is a higher propensity for travel by sustainable methods (33%) compared to Bury as a whole (29%). In the 2011 Census the super output area where the Al Bilal mosque is located contained almost 1200 people of Muslim faith, 13% of the local population. Taking in a slightly wider area, the four mid layer super output areas near the mosque contained almost 2100 people of Muslim faith in the 2011 Census. Census data is contained in **Appendix G**.
- 6.20 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the building which is proposed to be alter the layout of the education facility and place of worship. Walking is expected to be a key mode of access for the education facility at 52 Bury Old Road, Prestwich. Vehicle trips to and from the education facility to drop-off and collect people are expected to be of short duration and low in number, which will help to minimise the traffic impact of the education facility. The number of children attending the 4 classrooms compared to the current existing large classroom will be unchanged and therefore the impact will be unchanged.
- 6.21 For the place of worship, the traffic impact is expected to be minimised by walking to and from the facility and also vehicle sharing.
- 6.22 The parking provision for the mosque will comply substantially with the parking standards of the Council, it will be slightly below the maximum parking standards. The NPPF states that car parking standards should have consideration of :
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 6.23 The Transport Statement has demonstrated that the building is accessible by sustainable transport and it is therefore thought that a lower parking provision could be considered. The lower parking provision would not have the potential to result in a highway safety issue or have the potential to result in an impact that could be classed as severe under para 111 of the NPPF 2021.
- 6.24 The mosque and education facility are approved uses currently at the site. The traffic generation for the madrassa is expected to be unchanged and the traffic generation for

the busy Friday lunchtime prayers will not coincide with the highway network operational peak periods and therefore should not have the potential to create a severe network impact.

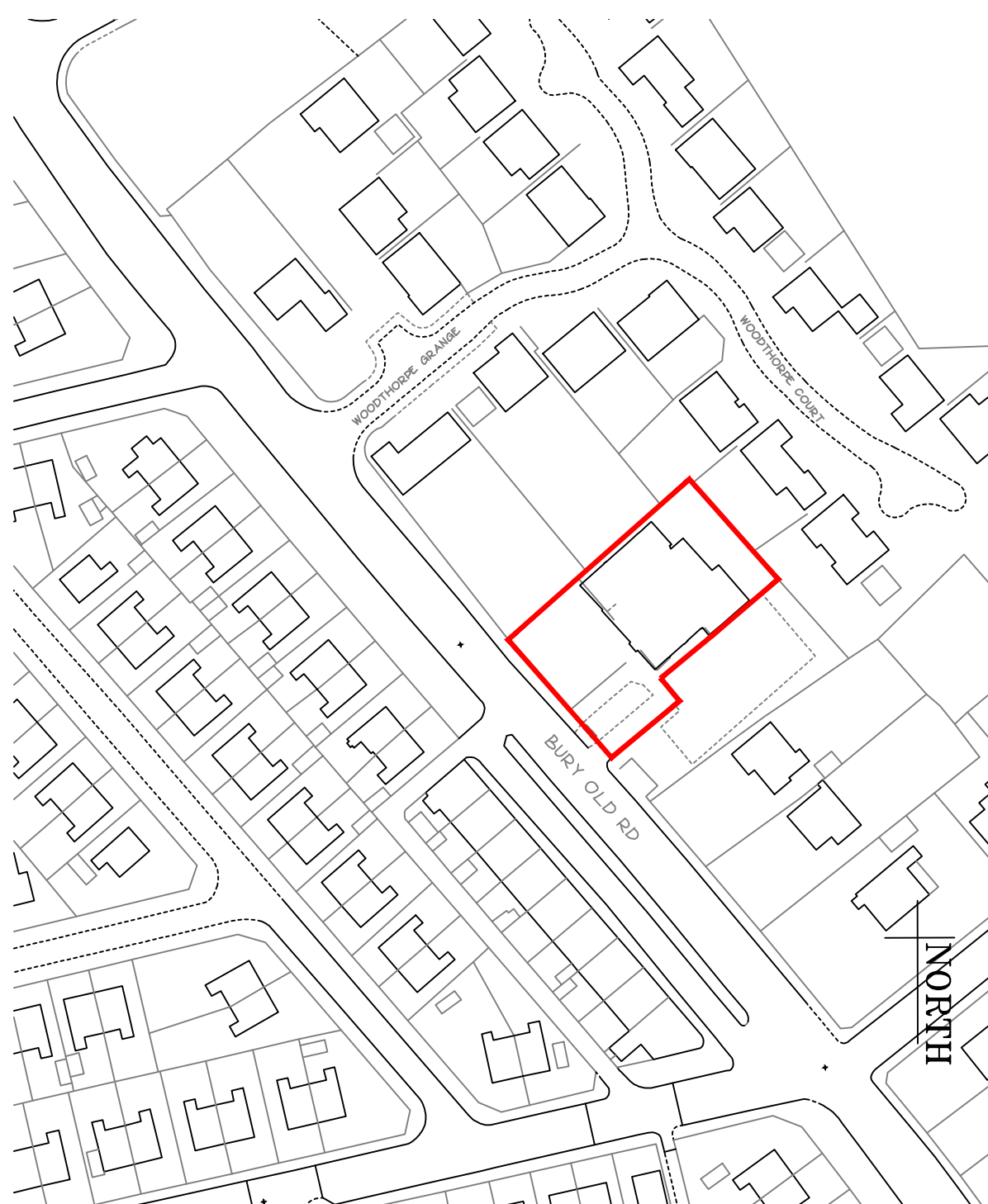
- 6.25 Within Section 3 of this report, the road safety record for 52 Bury Old Road, Prestwich, the road that fronts the building, was investigated. The development proposal is not anticipated to worsen the road safety record and the road safety record should not be a material concern for the proposed alterations to the education facility and mosque.

7.0 Summary and Conclusions

- 7.1 This Transport Statement has been prepared to support an application for the demolition of the existing Al Bilal mosque and the erection of a new, purpose built, Islamic Community Centre at the site on 52 Bury Old Road, Prestwich
- 7.2 The Transport Statement examined the road safety record in the vicinity of the proposed scheme and concluded that the road safety record should not be a material concern for the development.
- 7.3 The Transport Statement has undertaken a robust analysis of the parking demands of the madrassa and mosque. The analysis showed that during the highest demand for parking there will still be parking available on-street. The scheme will have access to off-street parking and the visitors to madrassa are expected to result in no change in impact.
- 7.4 Daily prayers will occur five times during the day and parking will be for short durations. The parking survey identified that the expected car travel demand to the mosque could be accommodated on the off-street parking provision and available spaces on the nearby streets without creating any highway safety issues. The people attending busy Friday prayers may use some of the local streets to park for short periods but these parking episodes are not considered to result in a severe impact on the highway network as they will occur outside of the peak traffic periods.
- 7.5 The Transport Statement has demonstrated the traffic impact of the scheme, will not result in a severe impact as per the NPPF para 111 or result in an unacceptable highway safety impact. Therefore, on highway and traffic grounds the application for the demolition and erection of the new Islamic Community Centre should be approved.

Appendix A

revision	date	comments
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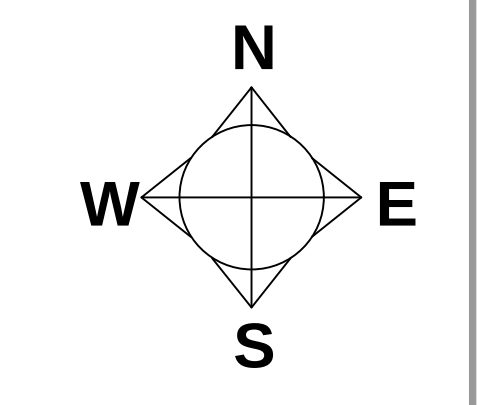
An aerial map of a residential area. A specific property at 18015 Bury Old Rd is highlighted with a thick red outline. The property is a large, irregularly shaped lot containing a shaded rectangular area, possibly a building or garden. The address '18015' is printed near the top right corner of the red-outlined lot. The street 'BURY OLD RD' is labeled at the bottom. To the left, 'WOODTHORPE GRANGE' is written along a dashed line, and to the right, 'WOODTHORPE COURT' is written along another dashed line. Various other residential buildings and streets are visible in the background.

T. 07894401574
E. info@lumitekton.



EXISTING SITE PLAN
1:200

Revisions		
revision	date	comments



Job Title
Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address
Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

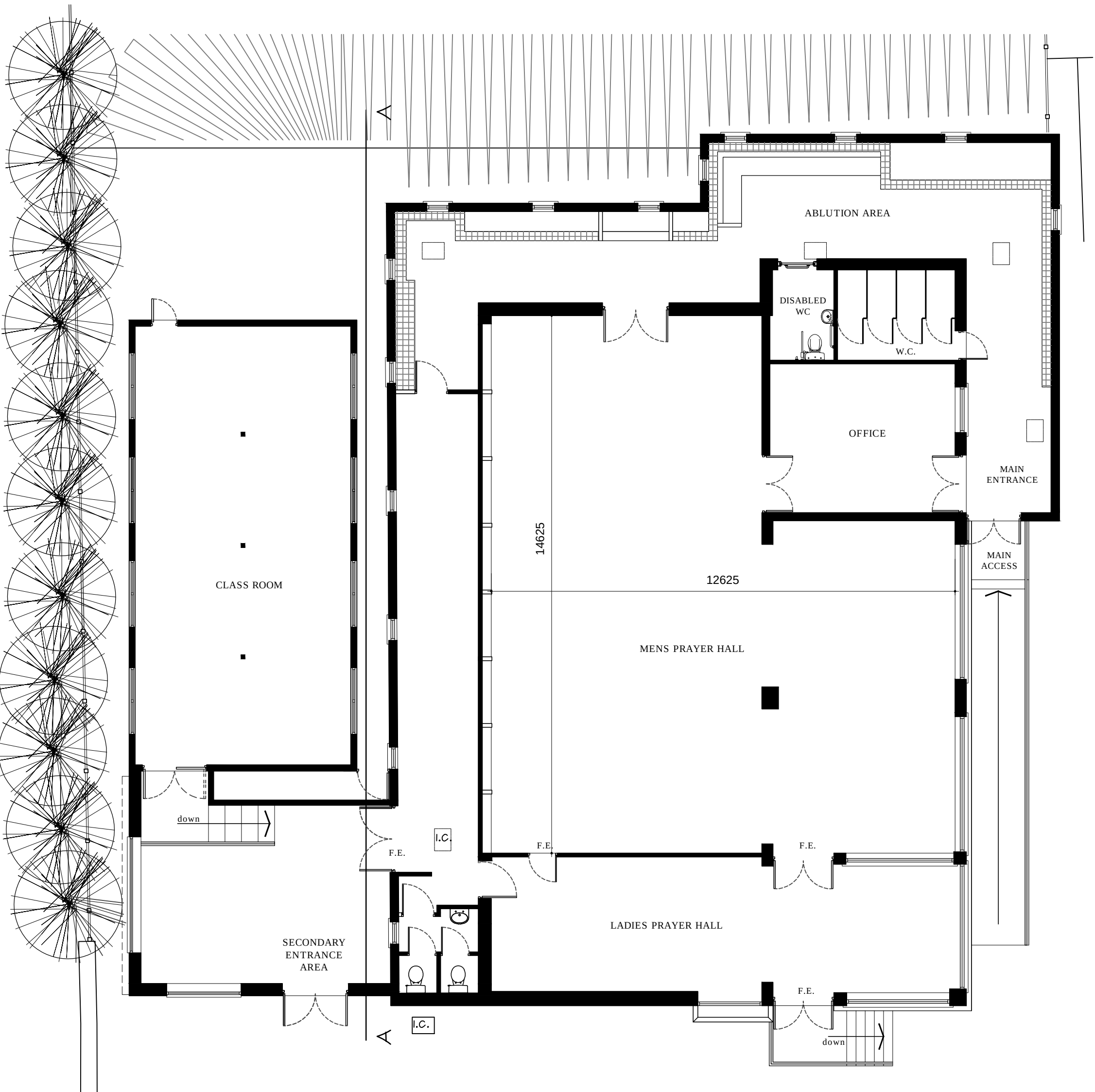
Drawing Title
Existing Site Plan

Scale
1:200 @ A1

Date
07.10.22

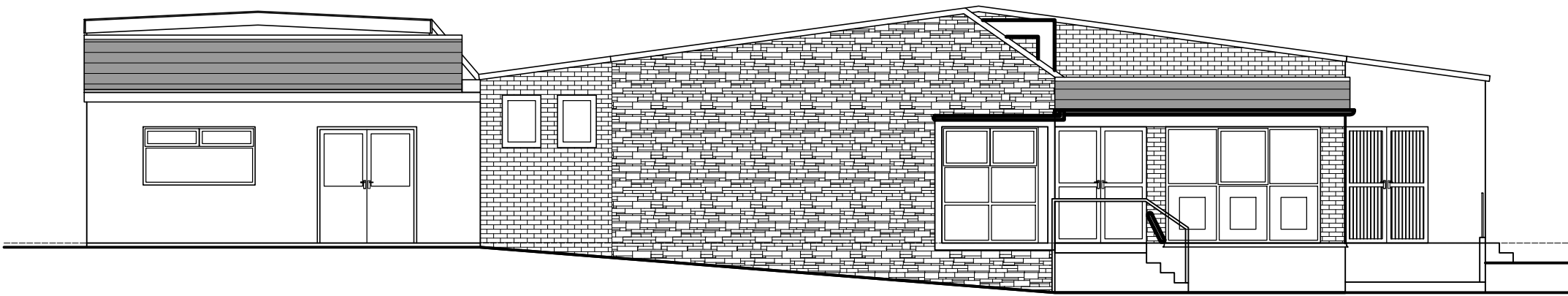
Drawn
uf

A. 275a Upper Brook St
Manchester
M13 0HR
T. 07894401574
E. info@lumitektion.com

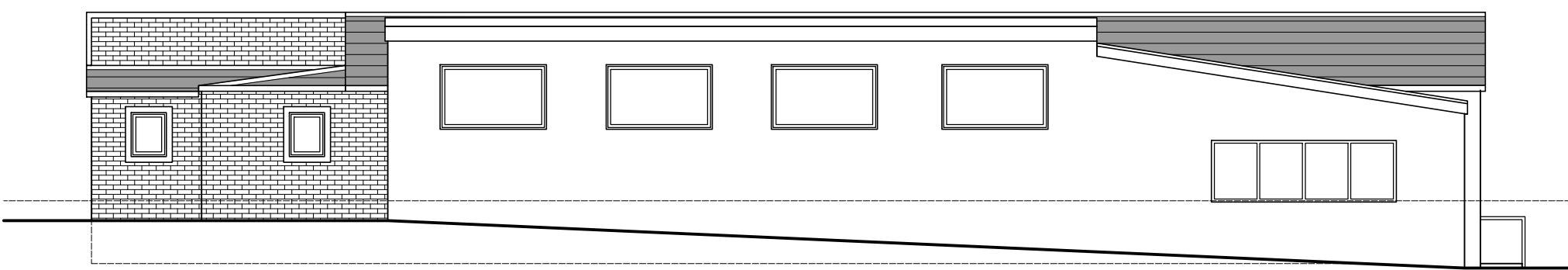


EXISTING GROUND FLOOR PLAN
1:100

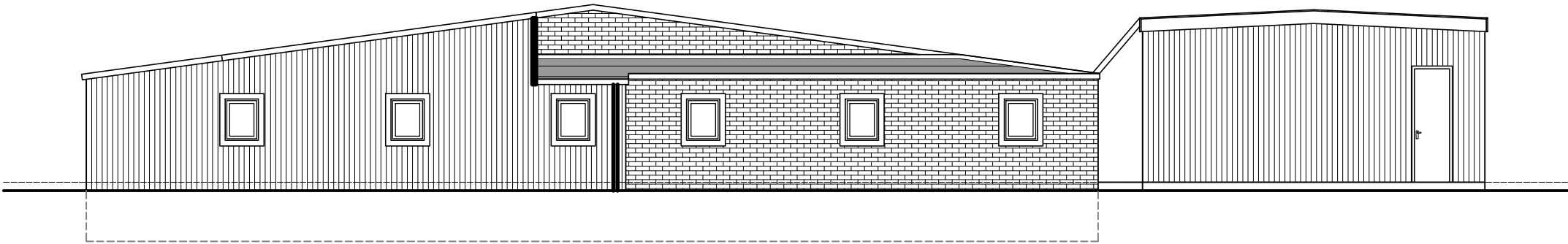
EXISTING FLOOR AREA	
WHOLE BUILDING	466m2
MENS PRAYER HALL	155m2
WOMENS PRAYER HALL	45m2
OFFICE	20m2
CIRCULATION AREAS	71m2
CLASSROOM	70m2
ABLUTION AREA	72m2



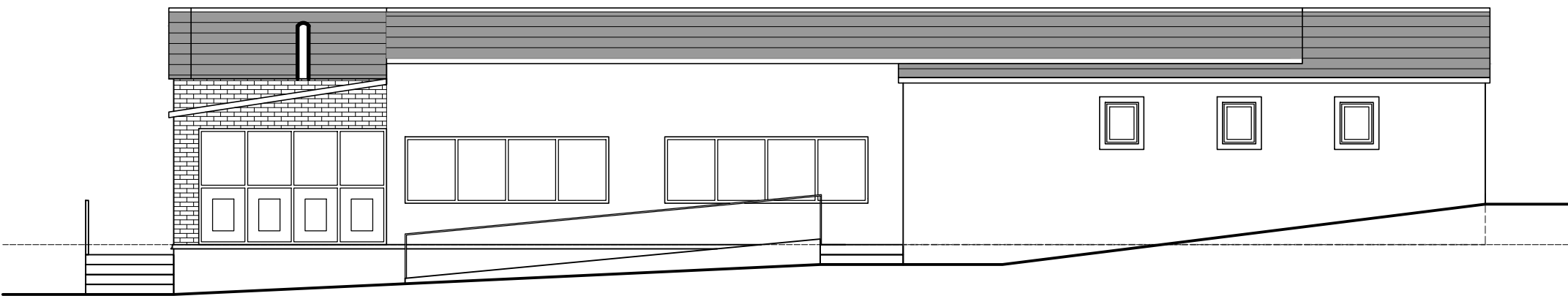
EXISTING FRONT ELEVATION(SW)
1:100



EXISTING SIDE ELEVATION(NW)
1:100



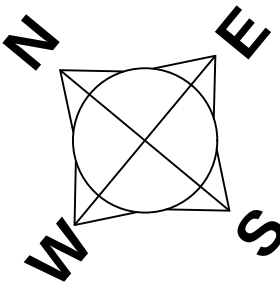
EXISTING REAR ELEVATION(NE)
1:100



EXISTING SIDE ELEVATION(SE)
1:100

Revisions

revision	date	comments
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Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Existing drawings

Scale

1:100 @ A1

Date

07.10.22

Drawn

uf

Appendix B



PROPOSED SITE PLAN
1:200

LUM

LUMITEKTON

LU281-P05

Revisions

revision	date	comments
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N

W

E

S

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Site Plan

Scale

1:200 @ A1

Date

07.10.22

Drawn

uf

A. 275a Upper Brook St
Manchester
M13 0HR

T. 07894401574
E. info@lumitekton.com

EXISTING FLOOR AREAS

WHOLE BUILDING	466m2
MENS PRAYER HALL	155m2
WOMENS PRAYER HALL	45m2
OFFICE	20m2
CIRCULATION AREAS	71m2
CLASSROOM	70m2
ABLUTION AREA	72m2

PROPOSED FLOOR AREAS

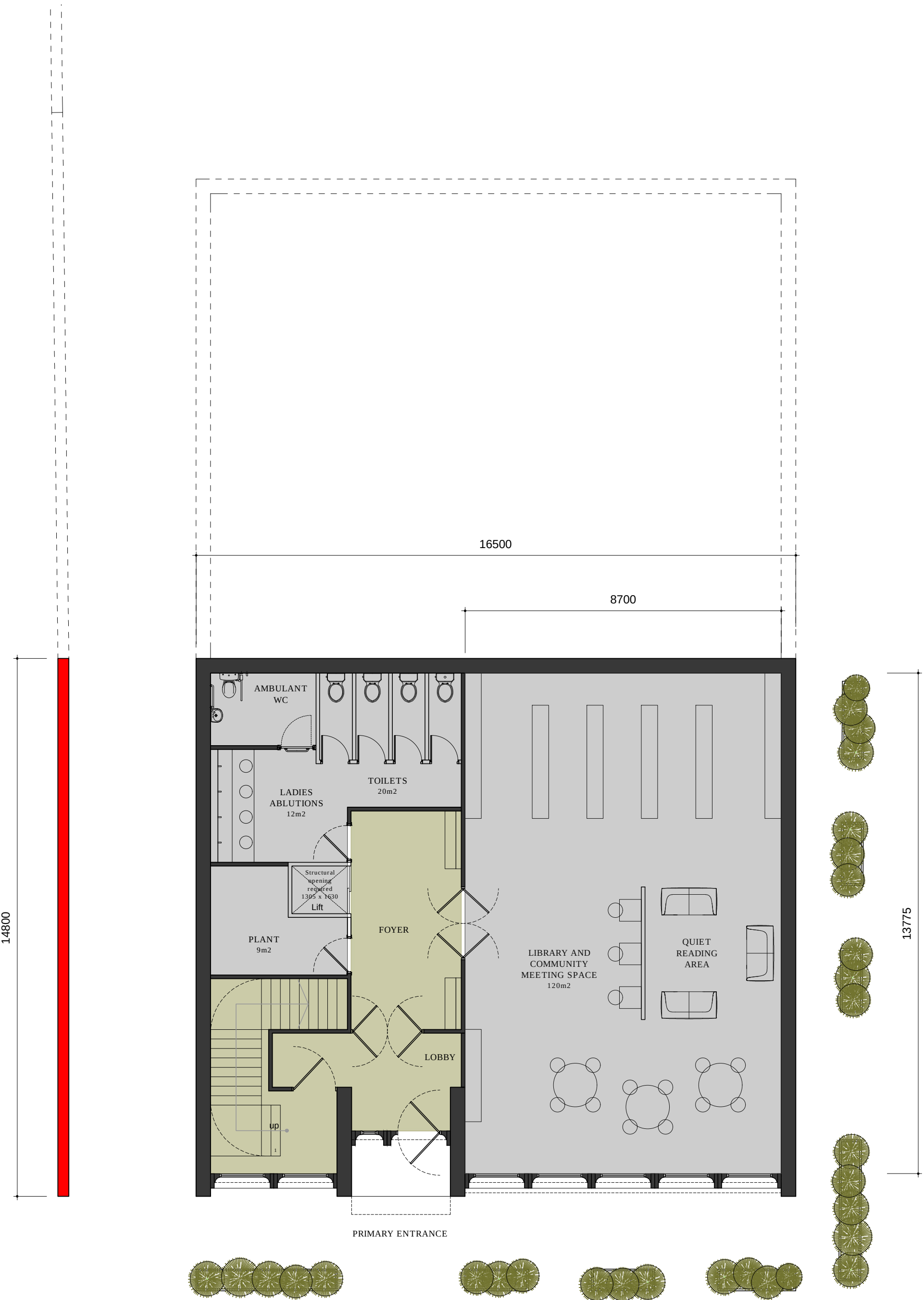
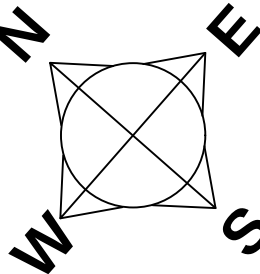
WHOLE BUILDING	1067m2
LOWER GROUND FLOOR LEVEL	215m2
UPPER GROUND FLOOR LEVEL (Prayer hall size)	426m2 217m2
FIRST FLOOR LEVEL	426m2

NOTE:

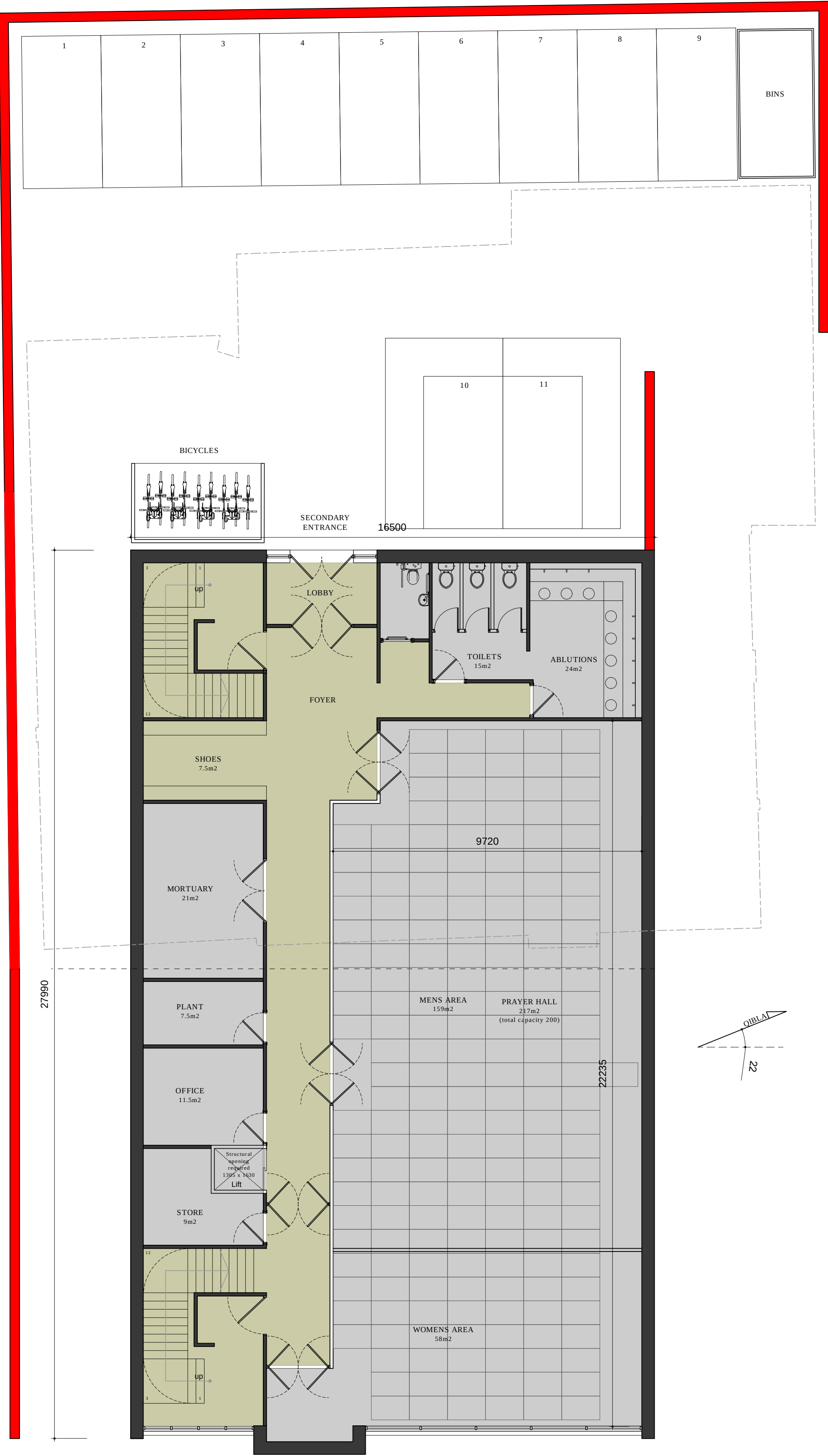
INDICATIVE PLANS SHOWN FOR OUTLINE
PLANNING SUBMISSION AND MAY BE
SUBJECT TO CHANGE

Revisions

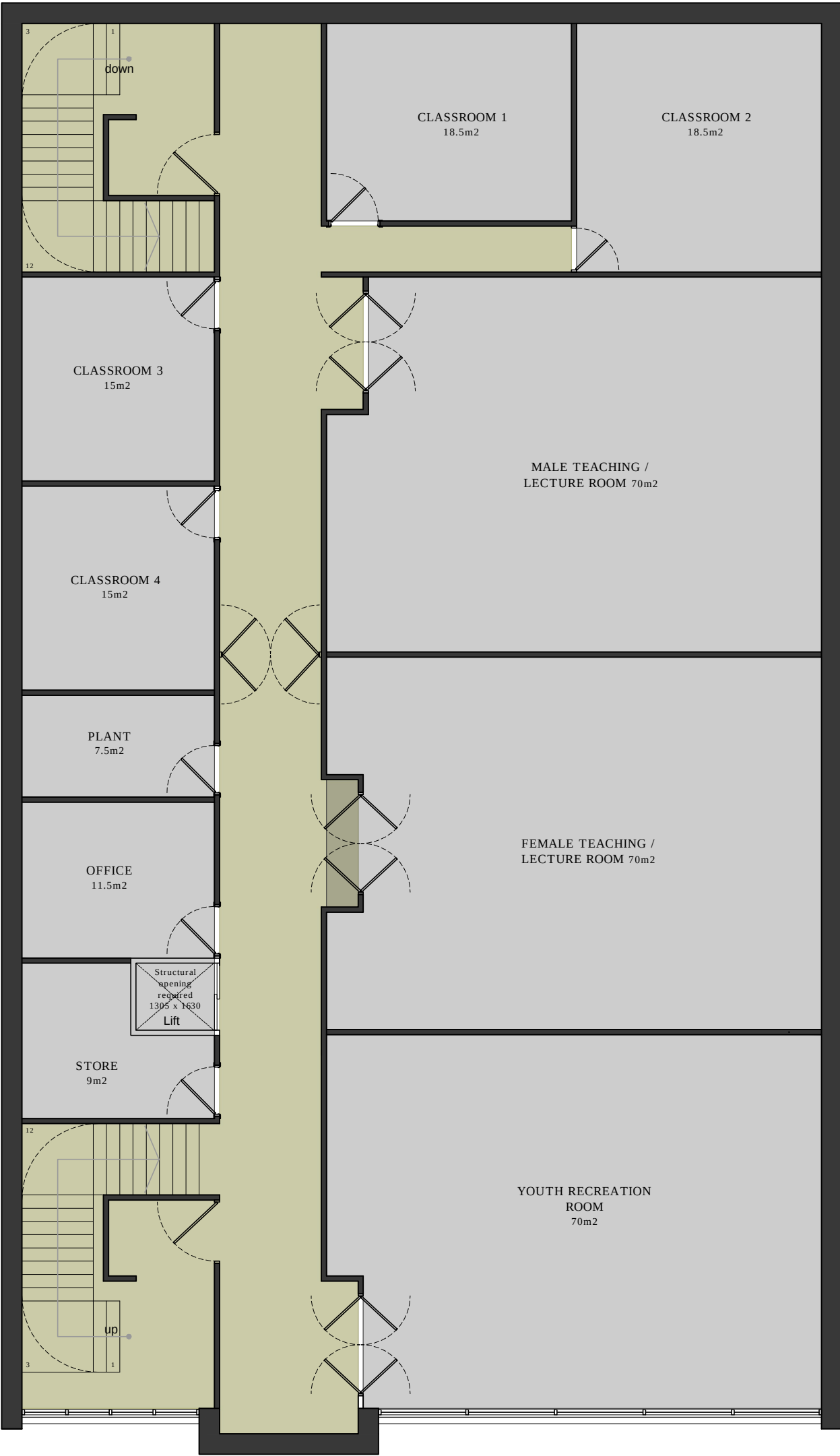
revision	date	comments
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PROPOSED LOWER GROUND FLOOR PLAN
1:100



PROPOSED UPPER GROUND FLOOR PLAN
1:100



PROPOSED FIRST FLOOR PLAN
1:100

Job Title

Demolition of existing Al-Bilal
Mosque and erection of new
purpose built Islamic Community
Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed floor plans

Scale

1:100 @ A1

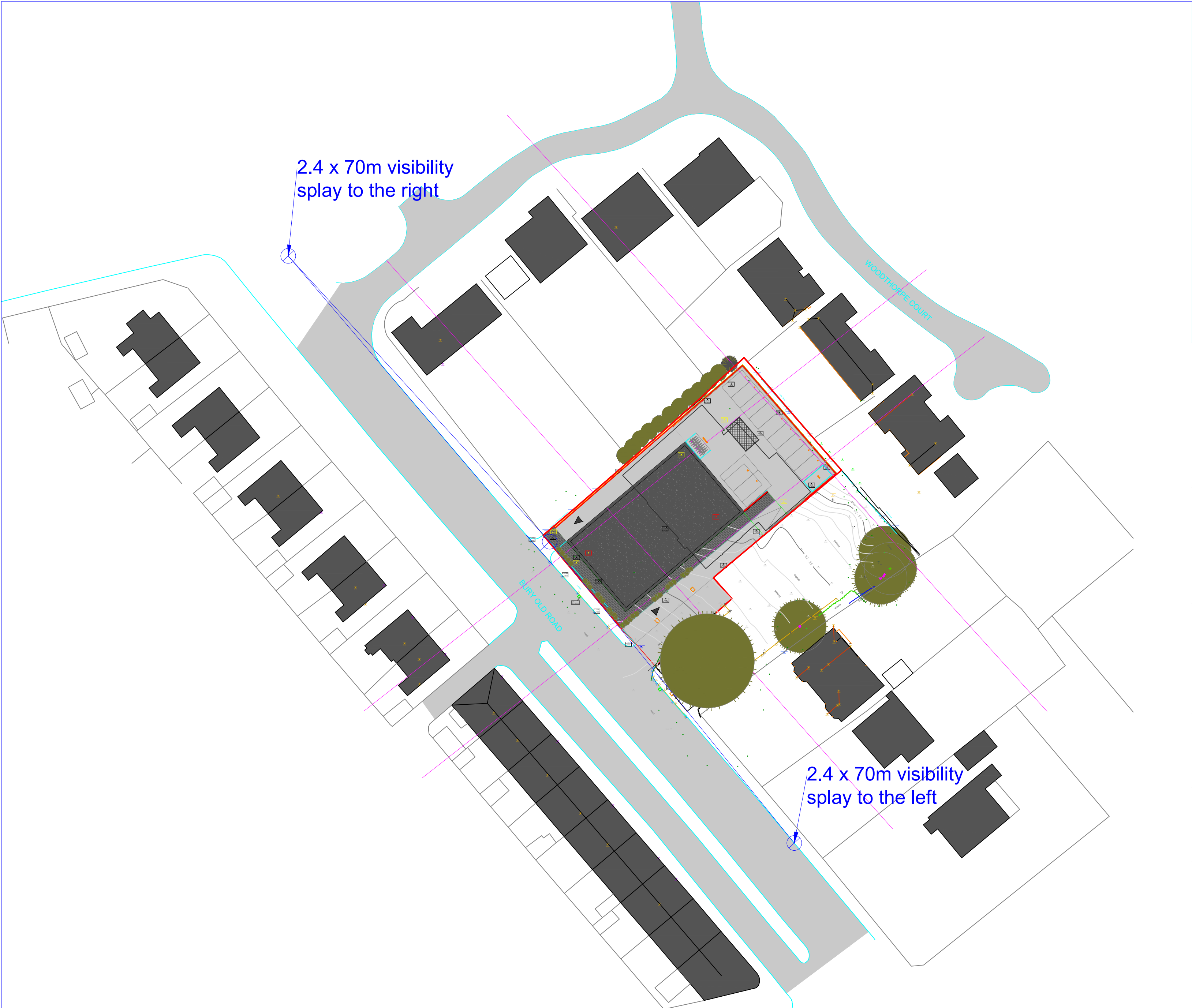
Date

07.10.22

Drawn

uf

Appendix C



Revisions

Client
Lumitekton



Scheme
Al Bilal Community Centre, Bury Old Road, Prestwich

Title
Visibility Splays from the New Exit

Drawn	Checked	Date
N.Peet	M.Peet	20.3.2023
Project	Drawing No	Scale
360-22	360-22-2	1:500 @ A2

Appendix D

PARKING SURVEY

FRIDAY 3rd FEBRUARY 2023

PARKING SPACES WITHIN 300 METRES OF AL BILAL MOSQUE, BURY OLD RD., PRESTWICH

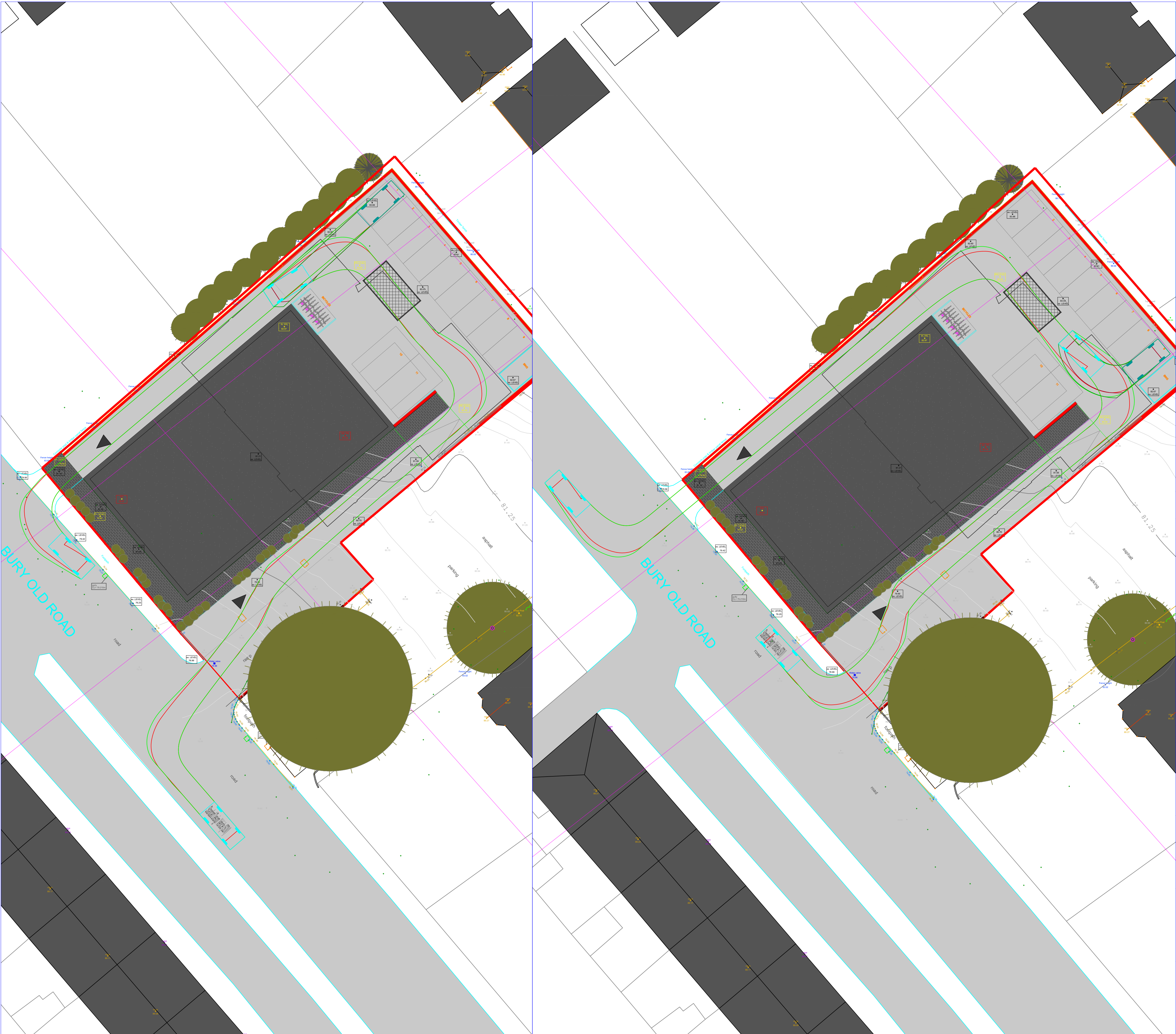
	Location of Parking Spaces							
Time	Access to Mosque (6 spaces)	Car Park at mosque (11 spaces)	Brooklands Public Car Park (off mosque access road) (21 spaces)	Parking Layby in front of shops on Bury Old Rd (Parking Limited to 1 hr) (13 spaces)	Bury Old Road (south of Linksway) on footway (23 spaces)	Bury Old Road (north of Linksway) on footway.(13 spaces)	Castle Hill Road (29 spaces)	Danesway (30 spaces)
1130	2	11	1	1	14	8	16	10
1200	1	4	0	0	10	8	3	8
1230	0	1	0	1	5	4	3	6
1300	0	0	0	0	5	2	3	7
1330	0	0	0	1	0	2	2	7
1400	3	10	9	3	15	9	13	14

On-street parking spaces are assumed to be 6 metres long and not across driveways or close to junctions or where TROs exist

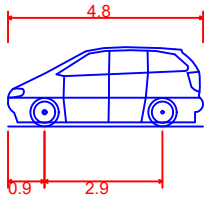
	Location of Parking Spaces							
Time	Woodthorpe Grange (9 spaces)	Community Sports Centre Car Park off Bury Old Road (40 spaces)	Linksway (21 spaces)	Fairway (51 spaces)	South Meade (24 spaces)	East Meade (41 spaces)	Kings Road (33 spaces)	Albert Avenue (between Bury Old Road and Wilton Avenue) (30 spaces)
1130	8	37	13	35	12	12	11	14
1200	6	36	6	40	9	7	8	13
1230	3	36	1	34	9	4	4	12
1300	1	33	2	33	7	2	4	10
1330	0	33	0	35	8	1	5	9
1400	8	36	15	40	14	16	12	15

	Location of Parking Spaces							
Time	Wilton Avenue (33 spaces)	Hardman Avenue (36 spaces)	Fort Road (from junction with King's Road for 50m) (14 spaces)					Total Parking Spaces for All Locations
1130	9	18	10					242
1200	7	16	9					191
1230	3	15	8					149
1300	5	18	9					141
1330	4	17	10					134
1400	12	20	12					276

Appendix E



Vehicle Used in the Swept Path Analysis



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Revisions

Client
Lumitekton



Scheme
Al Bilal Community Centre, Bury Old Road, Prestwich

Title
Swept Path Analysis - Private Car

Drawn N.Peet	Checked M.Peet	Date 20.3.2023
Project 360-22	Drawing No 360-22-1	Scale 1:200 @ A1

Appendix F

Table NTS0614

Trips to and from school¹ by main mode, trip length and age: England, 2002 onwards

Select year: 2020

Main mode	Percentage									
	Aged 5-10 years					Aged 11-16 years				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths
Walk ⁴	80	24	1	0	50	93	69	10	0	44
Bicycle	2	0	0	0	1	2	3	9	0	4
Car / van	17	74	95	83	47	4	27	49	30	28
Bus ²	0	1	4	11	2	0	1	32	50	20
Other transport ³	-	1	0	6	1	1	0	-	20	5
All modes	100	100	100	100	100	100	100	100	100	100
Unweighted sample size: trips	1,174	311	449	108	2,042	623	591	568	542	2,324

Appendix G

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	msoa2011:E02001041 : Bury 023	msoa2011:E02001042 : Bury 024	msoa2011:E02001043 : Bury 025	msoa2011:E02001044 : Bury 026	ualad09:Bury	msoa2011:E02001041 : Bury 023	msoa2011:E02001042 : Bury 024	msoa2011:E02001043 : Bury 025	msoa2011:E02001044 : Bury 026	Average	ualad09:Bury
All categories: Car or van availability	3,369	2,875	2,307	2,790	78,113	100%	100%	100%	100%		100%
No cars or vans in household	1,028	708	551	493	18,683	31%	25%	24%	18%	24%	24%
1 car or van in household	1,622	1,295	1,098	1,287	34,373	48%	45%	48%	46%		44%
2 cars or vans in household	631	713	557	797	20,546	19%	25%	24%	29%		26%
3 cars or vans in household	72	107	80	170	3,477	2%	4%	3%	6%		4%
4 or more cars or vans in household	16	52	21	43	1,034	0%	2%	1%	2%		1%

LC2201EW - Ethnic group by religion

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population All usual residents
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02001041 : Bury 023

Religion	All categories: Ethnic group	White: Total	Mixed/multiple ethnic group	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	
All categories: Religion	7,616	6,778	190	451	134	63	100%
Christian	4,509	4,275	82	42	98	12	59%
Buddhist	47	26	0	20	0	1	1%
Hindu	50	0	0	49	0	1	1%
Jewish	285	273	3	2	0	7	4%
Muslim	339	26	22	256	9	26	4%
Sikh	9	0	0	9	0	0	0%
Other religion	17	15	0	1	1	0	0%
No religion	1,879	1,732	70	50	18	9	25%
Religion not stated	481	431	13	22	8	7	6%

LC2201EW - Ethnic group by religion

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population All usual residents
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02001042 : Bury 024

Religion	All categories: Ethnic group	White: Total	Mixed/multiple ethnic group	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	
All categories: Religion	6,193	5,460	128	450	67	88	100%
Christian	3,244	3,087	63	33	53	8	52%
Buddhist	18	6	0	12	0	0	0%
Hindu	49	0	2	46	0	1	1%
Jewish	978	941	7	3	0	27	16%
Muslim	320	11	10	253	7	39	5%
Sikh	26	0	0	23	0	3	0%
Other religion	13	10	2	0	0	1	0%
No religion	1,145	1,062	34	42	1	6	18%
Religion not stated	400	343	10	38	6	3	6%

LC2201EW - Ethnic group by religion

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population All usual residents
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02001043 : Bury 025

Religion	All categories: Ethnic group	White: Total	Mixed/multiple ethnic group	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	
All categories: Religion	5,468	4,848	154	326	112	28	100%
Christian	3,229	3,039	69	26	92	3	59%
Buddhist	18	9	0	7	2	0	0%
Hindu	25	1	0	24	0	0	0%
Jewish	364	356	3	0	0	5	7%
Muslim	241	22	12	196	1	10	4%
Sikh	14	0	0	14	0	0	0%
Other religion	8	7	0	0	1	0	0%
No religion	1,221	1,112	49	46	7	7	22%
Religion not stated	348	302	21	13	9	3	6%

LC2201EW - Ethnic group by religion

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population All usual residents
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02001044 : Bury 026

Religion	All categories: Ethnic group	White: Total	Mixed/multiple ethnic group	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	
All categories: Religion	8,993	7,100	196	1,309	99	289	100%
Christian	2,297	2,125	71	14	82	5	26%
Buddhist	26	12	1	12	0	1	0%
Hindu	60	7	0	50	0	3	1%
Jewish	3,945	3,702	43	6	0	194	44%
Muslim	1,190	27	31	1,061	9	62	13%
Sikh	61	0	0	53	0	8	1%
Other religion	18	18	0	0	0	0	0%
No religion	689	596	32	52	4	5	8%
Religion not stated	707	613	18	61	4	11	8%

LC2201EW - Ethnic group by religion

ONS Crown Copyright Reserved [from Nomis on 12 February 2023]

population All usual residents
units Persons
date 2011
area type local authorities: district / unitary (prior to April 2015)
area name Bury

Religion	All categories: Ethnic group	White: Total	Mixed/multiple ethnic group	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	
All categories: Religion	185,060	165,032	3,365	13,407	1,893	1,363	100%
Christian	116,036	111,982	1,608	773	1,490	183	63%
Buddhist	453	204	14	229	2	4	0%
Hindu	817	21	5	761	3	27	0%
Jewish	10,302	9,866	84	29	4	319	6%
Muslim	11,279	352	418	9,762	122	625	6%
Sikh	301	3	11	256	0	31	0%
Other religion	422	390	12	11	4	5	0%
No religion	34,381	32,286	931	929	140	95	19%
Religion not stated	11,069	9,928	282	657	128	74	6%