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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Masjid and Madrasa Peacock Street, Gravesend

Transport Statement

February 2025

PROPOSED MASJID AND MADRASA
PEACOCK STREET
GRAVESEND

AL-HAQQ ACADEMY

TRANSPORT STATEMENT

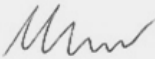
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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared on behalf of Al-Haqq Academy by Bryan G Hall (BGH) to support a Change of Use application for a proposed Masjid and Madrasa on the site of the existing 'The Peacock' Public House, Peacock Street, Gravesend.

Site Location

- 1.2 The site is located within the town of Gravesend, approximately 500 metres to the south-east of Gravesend Town Centre in a predominantly residential area on land at 78 Peacock Street. The eastern portion of the site currently consists of 'The Peacock' Public House which previously operated on the ground floor and cellar, with a single self-contained residential, four bedroom property on the first and second floor.
- 1.3 The site is bounded to the south by St Andrew's Road, to the east by Peacock Street and to the north and west by existing residential properties. The location of the site in relation to the surrounding area is shown in Figure 1.1.

Figure 1.1: Site Location



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The Development Proposals

- 1.4 The development proposals seek permission for a change of use from a Class Sui generis pub to Class F1(a) 'Education', F1 (f) 'Public Worship' and F2(b) 'Community Hall' of the F use classes. The proposals include a Masjid with a capacity for 65 worshippers, along with a Madrasa for up to 30 children.
- 1.5 The change of use will not facilitate any changes to the existing public highway, with access to the proposed building to be provided via existing entrances from the footways present along St Andrew's Road and Peacock Street.

Planning History

- 1.6 A previous Change of Use application dated 30th April 2024 was submitted to Gravesham Borough Council (GBC) (application reference: 20240201) and refused on two grounds. The first reason for refusal is related to the loss of commercial use and is not related to highways, with the second reason for refusal is related to the location and amenity of the area and states:-

"The proposed change of use of the public house to a place of worship is considered to be inappropriate in this location. Due to the ambiguity surrounding the lack of clarity in terms (of the) hours of use and the number of attendees, it cannot be ascertained that the use will safeguard the amenity of the surrounding residential properties, including the residential accommodation at first and second floors of the same building. As such the proposals conflict with the requirements of Policy CS 19 of the Gravesham Local Plan Core Strategy 2014 and paragraphs 131 and 135 of the National Planning Policy Framework 2023."

- 1.7 Comments from GBC Highways were provided on 13th May 2024 which stated:-

"I have no objection ; It is a edge of centre site and unlike most similar applications within distance of a large public car park. However, the applicant should consider requesting a disabled parking spaces within the existing on street designated car parking areas, so those with a mobility impairment are able to access the facility. There is no guarantee if these can be provided so should not be a condition, but all works associated with their introduction would have to be funded by the applicant. It should also be noted that any disabled space cannot be reserved for any single person or organisation."

- 1.8 In addition to this, the response from Kent County Council (KCC) Highways was that the application does not warrant involvement from the Highway Authority in accordance with the protocol arrangements.

- 1.9 The new Change of Use application seeks to provide clarity on both of these conditions, with this TS specifically providing clarity regarding the ‘ambiguity surrounding the lack of clarity in terms of hours of use and the number of attendees’ as referred to in Reason for Refusal No 2 of the previous application.

Report Structure

- 1.10 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

- 1.11 Following this introductory section, this report contains the following sections:

Table 1.1
Transport Statement Report Structure

Section	Title	Description
2.0	National and local planning policy	This section will set out the local and national policy relevant to the application site.
3.0	The local 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	The proposed development	This section describes the proposed development.
6.0	Impact of the development on the local highway network	This section discusses the impact of the proposed development on the surrounding highway network.
7.0	Summary and Conclusions	This section presents a summary and the conclusions drawn from the analysis contained within this Transport Statement

2.0 NATIONAL AND LOCAL PLANNING POLICY

National Policy

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently revised in December 2024. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 11 of the NPPF sets out the 'presumption in favour of sustainable development', this states:

"Plans and decisions should apply a presumption in favour of sustainable development.

...For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date , granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable home, individually or in combination."

2.3 Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.4 Paragraph 117 of the NPPF goes on to state:

“Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating 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;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

- 2.5 Paragraph 118 of the NPPF states that all developments that will generate significant amounts of movement should be supported by a Travel Plan and a TS or Transport Assessment so that the likely impacts of the proposal can be assessed. This TS has been prepared to support the development proposals in line with this requirement. This TS and accompanying Travel Plan ensures that the proposed development provides good opportunities to travel by sustainable modes of transport and that the residual cumulative impact is not severe. This approach is in line with NPPF guidance.

Planning Practice Guidance

- 2.6 This Planning Practice Guidance (PPG) was released in 2014 by the Department for Transport and most recently revised in February 2024. The PPG was prepared to bring together planning practice guidance for England in an accessible and usable way.
- 2.7 Paragraph 2 of the ‘Travel Plans, Transport Assessments and Statements’ section of PPG 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”.

- 2.8 In terms of the key principles, paragraph 7 of the 'Travel Plans, Transport Assessments and Transport Statements' section of PPG states that:-

'...Travel Plans, Transport Assessments and Statements should be:-

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- established at the earliest practicable possible stage of a development proposal;*
- be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)...*

- 2.9 It is considered that the production of this TS is aligned to the requirements of the PPG.

Local Policy

- 2.10 This TS has also been prepared in line with local guidance as set out by GDC.

Gravesham Local Plan Core Strategy (2014)

- 2.11 The Gravesham Local Plan was adopted in 2014 and sets out the Council's planning policies for securing growth, investment, sustainable development and improving the environment in the district. The policies seek to improve economic, social and environmental wellbeing, delivering successful places, businesses and people.

- 2.12 Policy CS01 is titled 'Sustainable Development' and is similar to Paragraph 11 of the NPPF, this 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 and in this Core Strategy. It will work proactively 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."

- 2.13 Policy CS11 is titled 'Transport' and sets out the requirements for new development in relation to accessibility and states:

“New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.”

- 2.14 This TS and the associated TP have been prepared in accordance with both national and local policy documentation, and will demonstrate that the impacts of the proposed development are not considered to have a severe impact on the existing highway network.

3.0 THE LOCAL HIGHWAY NETWORK

The Site

- 3.1 The site is located within the town of Gravesend, approximately 500 metres to the south-east of Gravesend Town Centre. The site is located in a residential area on land at 78 Peacock Street. and the eastern portion of the site currently consists of 'The Peacock' Public House which previously operated as a public house on the ground floor and cellar, with a single self-contained residential property on the first and second floor.
- 3.2 The site is bounded to the south by St Andrew's Road, to the east by Peacock Street and to the north and west by existing residential properties.

The Local Highway Network

- 3.3 The site provides direct frontage to Peacock Street to the east and St Andrew's Road to the south. Peacock Street forms the eastern frontage of the property and operates as a one way street in a southerly direction. It has a carriageway width of some 9.5 metres and supports footways to both sides of the carriageway with widths of circa 1.8 metres. Peacock Street is subject to a speed limit of 20mph and is street lit.
- 3.4 Peacock Street provides frontage access to residential terraced properties and on-street parking to both sides of the carriageway through marked bays, this reduces the effective width of the road to circa 3.5 metres. These bays are subject to waiting restrictions of a maximum stay of 2 hours between the hours of 7am – 7pm Monday to Saturday, with no return permitted within 1 hour. The exception is that residents with a permit for 'Zone B' are not subject to the above conditions.
- 3.5 Peacock Street also has the benefit of several build outs positioned at approximate 50 metre intervals, which help to minimise vehicle speeds and assist pedestrians when crossing the road. The build outs also include planting which help to further mitigate vehicle speeds.
- 3.6 At the south-eastern corner of the site, Peacock Street forms the major arm of a T Junction with St Andrew's Road and continues south, with only southbound movements permitted. Peacock Street continues to the south for approximately 110 metres from this junction where it forms the minor arm of a priority T junction with Waterloo Street. Peacock Street continues to provide on-street parking to both sides of the carriageway and is bordered to both sides by footways of circa 1.8 metres in width.

- 3.7 Waterloo Street is a two-way single carriageway road which provides a small amount of on-street parking via marked bays to its southern side. The remainder of the carriageway is subject to parking restrictions between the hours of 8:00am – 6:30pm between Monday and Saturday. Footways are present to both sides of the carriageway which ties into provision along Peacock Street.
- 3.8 Waterloo Street continues to the east from its junction with Peacock Street into further residential areas to the south-east of Gravesend Town Centre. To the west, Waterloo Street continues for some 50 metres where it then forms the minor arm of a priority crossroads with Parrock Street and Home Mead Close. Parrock Street provides a route to the north into Gravesend Town Centre and to the south through southern areas of Gravesend.
- 3.9 Returning to the site, St Andrew's Road runs along the southern side of the site and operates as a two way single carriageway residential street. St Andrew's Road provides on-street parking to both sides of the carriageway, with marked bays to the north of the carriageway and informal spaces to the south. Footways of circa 1.5 metres are present to both sides of the carriageway. St Andrew's Road is approximately 60 metres in length, at its eastern end, St Andrew's Road forms the minor arm of a priority T junction with Peacock Street, adjacent to the site. A traffic calming feature in the form of a speed hump and build out is positioned approximately halfway along its length.
- 3.10 At its western end, St Andrew's Road forms the minor arm of a priority T junction with The Grove. The Grove is a two way residential street which continues to the north towards further residential streets and to the south towards Parrock Street.

Personal Injury Collision Data

- 3.11 Personal Injury Collision (PIC) data for the local highway network has been obtained from the online database Crashmap (<https://www.crashmap.co.uk/>). The area analysed includes Peacock Street between its junction with Saddington Street to the north and Waterloo Street to the south, along with St Andrew's Road which runs along the southern boundary of the site.
- 3.12 The data shows that during the 60-month period presented on Crashmap between 2019 and 2023, there have only been 2 PICs within the study area. The first incident involved a single vehicle and occurred in the vicinity of the St Andrew's Road / Peacock Street T junction. The incident was classed as 'slight' in severity. The second incident occurred on Peacock Street approximately 25 metres to the north of its junction with Saddington Street, the incident involved one vehicle and was classed as 'slight' in severity.

- 3.13 An extract from the Crashmap database showing the location of the recorded PIC is attached at **Appendix BGH1**.
- 3.14 The historic collision data records shows that there are no recurring highway safety issues associated with the road network in the vicinity of the site. It is considered that there will be no increased risk of collisions for road users as a result of the proposed change of use.

4.0 SUSTAINABLE TRANSPORT

- 4.1 National and local transport policies seek to reduce the need to travel and to promote travel by means other than the private car. A review of the accessibility of the site by walking, cycling and using public transport has therefore been undertaken as follows.

Walking

- 4.2 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 4.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 4.1.

Table 4.1: 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 Table 4.1 shows that the preferred maximum walking distance for 'commuting/school' journeys is 2,000 metres and the preferred maximum walking distance for other journeys is 1,200 metres.
- 4.5 Within a maximum walking distance of 2,000 metres, a significant residential area within the southern, eastern and western extents of Gravesend is accessible. Worshippers, staff and pupils of the site living within these areas will be able to

realistically choose to walk to the site. Gravesend Town Centre is also located just 500 metres to the north-west of the site.

- 4.6 Pedestrian access to the site will be provided from the footways located to the west of Peacock Street and north of St Andrew's Road, where footways of widths between 1.5 metres and 1.8 metres are present. The residential area in which the site is located is supported by a network of footways that border the lightly trafficked streets. The traffic calming features along Peacock Street and St Andrew's Road also provide numerous opportunities for pedestrians to cross the carriageway, avoiding the need for crossings to occur between parked cars.

- 4.7 The Parrock Street Public Car Park will provide a convenient parking location for users of the Masjid and Madrasa who wish to drive to the site. This is discussed further in Chapter 5. However, the route for pedestrians between the car park and the proposed site can be undertaken using footways provided adjacent to St Andrew's Road, The Grove and Parrock Street. A zebra crossing is provided across Parrock Street in the vicinity of the southern end of the car park, providing a safe crossing point between the car park and the residential area in which the site is located in.

Cycling

- 4.8 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling 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.

- 4.9 Within a 5.0 kilometre cycle ride of the site, the entirety of Gravesend is accessible, providing a significant residential catchment from where future worshippers, staff and pupils could feasibly cycle to and from the site.

- 4.10 Approximately 550 metres cycle distance to the north of the site, a connection can be made onto Route 1 of the National Cycle Network as it follows the alignment of the River Thames.

Public Transport

Bus

- 4.11 With regard to public transport provision at new developments, the CIHT publication "Buses in Urban Developments" (January 2018) refers to a maximum

walking distance to bus stops of 400 metres. This is a historic recommended distance which has been applied for many years. The aforementioned “Planning for Walking” also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.

- 4.12 “Buses in Urban Developments” also recognises that there are a number of other factors to consider. For example, people will accept longer walks to reach bus services that are fast, direct, frequent and serve a wider range of destinations.
- 4.13 The nearest bus stops to the site are located on Parrock Street, with the southbound bus stop located some 150 metres walking distance to the south-west of the site and the northbound bus stop located some 350 metres walking distance to the south of the site. The northbound bus stop benefits from a flag and timetable information and the southbound bus stop provides a shelter, seating, a flag and timetable information.
- 4.14 These bus stops are served by the 482 bus service operating between Gravesend and Kings Farm. The 482 service operates at a frequency of every 20 minutes, Monday to Saturday, and every 40 minutes on a Sunday. This bus service can be utilised by visitors who choose to walk to and from the Masjid and Madrasa and to a range of local destinations.
- 4.15 Furthermore, Gravesend bus hub located on Barrack Row is some 640 metres walking distance from the site, in Gravesend Town Centre. The hub offers a wide variety of frequent bus services to destinations across Gravesend and neighbouring towns including Ebbsfleet, Dartford and Greenhithe.

Rail

- 4.16 Gravesend Railway Station is located some 600 metres to the north-west of the site, and is accessible within a 10 minute walk or a 4 minute cycle ride. Gravesend provides a range of rail services between London termini and Faversham, Rainham and Ramsgate. Services calling at Gravesend also call at local stations such as Ebbsfleet, Strood, Northfleet and Swanscombe.

Summary

- 4.17 It is clear that the site is located within a well-established existing residential area and in close proximity to both neighbouring residential areas and Gravesend Town Centre. This therefore represents a significant catchment of people who could walk to and from the site. The site is well located to access public transport provision including Gravesend Railway Station, therefore offering the opportunity for combined journeys by walking and public transport.

5.0 THE PROPOSED DEVELOPMENT

- 5.1 The development proposals seek permission for a change of use from a Class Sui generis pub to Class F1(a) 'Education', F1 (f) 'Public Worship' and F2(b) 'Community Hall' of the F use classes. The proposals include for a Masjid for some 65 worshippers along with a Madrasa for up to 30 children. A plan showing the indicative internal site layout is attached at **Appendix BGH1**.
- 5.2 The change of use will not facilitate any changes to the existing highway and access to the proposed building will be provided via existing entrances from the footways present along St Andrew's Road and Peacock Street.
- 5.3 The Masjid will host 5 prayers per day, which include the early morning prayer (Fajr) and late evening prayer (Isha). Although the capacity of the Masjid is for up to 65 worshippers, in practice, there would be fewer worshippers in the Masjid at any one time. Typically, less than 10 people would attend the early morning prayers and daytime prayers would have even fewer attendees.
- 5.4 The times when the Masjid will be used for prayer varies with the seasons. However, as a guide, the following prayer times are provided for the summer and winter:
- Summer**
- Fajr: 4.30am;
 - Dhuhr: 12.15pm;
 - 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;
 - Dhuhr: 12.00pm;
 - Asr: 3.15pm to 4.20pm depending on time of year;
 - Maghrib: 4.00pm to 5.00pm depending on time of year; and
 - Isha: 6.15pm weekends / 7.30pm weekdays.
- 5.5 With regards to the spring and autumn, the prayer times will typically be in between the summer / winter times.

- 5.6 The Madrasa will cater for up to 30 children (aged between 5 and 15) and will operate between the hours of 5:00pm to 7:00pm on weekdays and between 9:00am and 12:30pm on Saturdays and Sundays.
- 5.7 Any other activities which may take place from time to time would be informal and would take place after daytime prayers when any attendees would already be on site for prayers.
- 5.8 If any counselling is undertaken on site, an individual would have to make an appointment and the counselling would be undertaken on a 1 to 1 basis.
- 5.9 Prayers undertaken in the afternoon are silent and the early morning (Fajr), sunset (Maghrib) and late evening (Isha) are led by the Imam, thus meaning there will be an audible element of up to 4 minutes. There will however be no amplified audible external call to prayer.

Parking

- 5.10 Parking for the proposed development is provided through the existing on-street parking on streets neighbouring the site. As previously discussed, the majority of on-street parking in the area is subject to parking restrictions of a maximum stay of 2 hours between the hours of 7am – 7pm Monday to Saturday, with no return permitted within 1 hour. This 2 hour timeframe is sufficient to cover the daily prayer periods for worshippers.
- 5.11 Parking is also provided nearby at the Parrock Street Public Car Park, which has a capacity of 570 spaces including 30 disabled bays and 24 EV charging spaces. Parking is charged at £2.00 for 1 hour and £3.00 for 2 hours on weekdays (between 8:00am and 6:00pm), with 2 hours free parking available on Saturdays and all day on Sunday. This car park is located some 200 metres walking distance from the site and represents a practical and appropriate parking alternative to visitors, which will be promoted by the management of the Masjid.
- 5.12 It is noted as part of the highways consultation response provided by GBC as part of the previous planning application (20240201), it was recommended that the provision of a disabled parking space in the vicinity of the site be looked into by the applicant. This request has been considered by the applicant and the following points have been taken into account:-
1. The Officer states that the request should not be a planning condition. Therefore, this cannot be considered to be a critical issue and the suggested disabled parking cannot be considered to be essential to the scheme. If it was a critical issue, it would have been conditioned.

2. There is no guarantee that the disabled space(s) can actually be provided or that that they are required.
3. The proposed mosque is modest in size with a maximum capacity of only 65 worshippers and the demand for disabled parking will be similarly modest.
4. The officer requests 'a disabled parking spaces'. Ther appears to be an error in the text but it is not clear how many spaces are being sought.

5.13 The applicant is committed to providing cycle parking as part of the development proposals, which will be in the form of cycle racks within the curtilage of the building.

Refuse Strategy

5.14 The development proposals will not require any alterations to the existing highway. Therefore, refuse collection will continue to occur on carriageway from Peacock Street and St Andrew's Road, in a similar manner to that of the existing public house when it was operating.

6.0 IMPACT OF THE DEVELOPMENT ON THE LOCAL HIGHWAY NETWORK

- 6.1 As previously discussed, the proposed Masjid will have a maximum capacity of 65 worshippers, whilst the Madrasa will have a capacity of 30 children. It is believed that the actual number of worshippers typically for prayers will be around 10, with the Masjid's maximum capacity of 65 only being achieved during the Friday afternoon prayer (Jumma).
- 6.2 Based on the locality of the site in an existing residential area, it is expected that the majority of people visiting will access the site on foot. It is considered a 'reward' within the religion to walk to the mosque and is considered a form of worshipping in itself, this will be promoted by staff at the site.
- 6.3 Alongside this TS, a Travel Plan (TP) will be submitted which will highlight the strategy to minimise single occupancy car use. The applicant is committed to minimising disruption on the local community, and therefore the TP will set out measures to increase awareness of sustainable modes of transport. It has been demonstrated in this TS that the site is located in a sustainable location with ample opportunity to access the site by both public transport and active travel means.
- 6.4 Those who still wish to drive to the site will be encouraged to utilise the public car park located on Parrock Street. Drivers will also be made aware of the benefits of car-sharing which should lead to a further reduction in vehicular use.
- 6.5 As mentioned, the property has a previous use as a Public House, which would typically operate from late morning until late evening for 7 days a week. Clearly, these activities will have generated some disturbance associated with the 'comings and goings' of customers both on foot and in vehicles. It is considered that proposed change of use to the Masjid and Madrasa and their capacities would result in an impact that is no greater than that of its previous use. Indeed, it is likely the case that activity in the vicinity will reduce as a result of the Change of Use. The implementation of the TP will help to monitor the site's impact and look towards methods of reducing the impact should this be required.

7.0 SUMMARY AND CONCLUSIONS

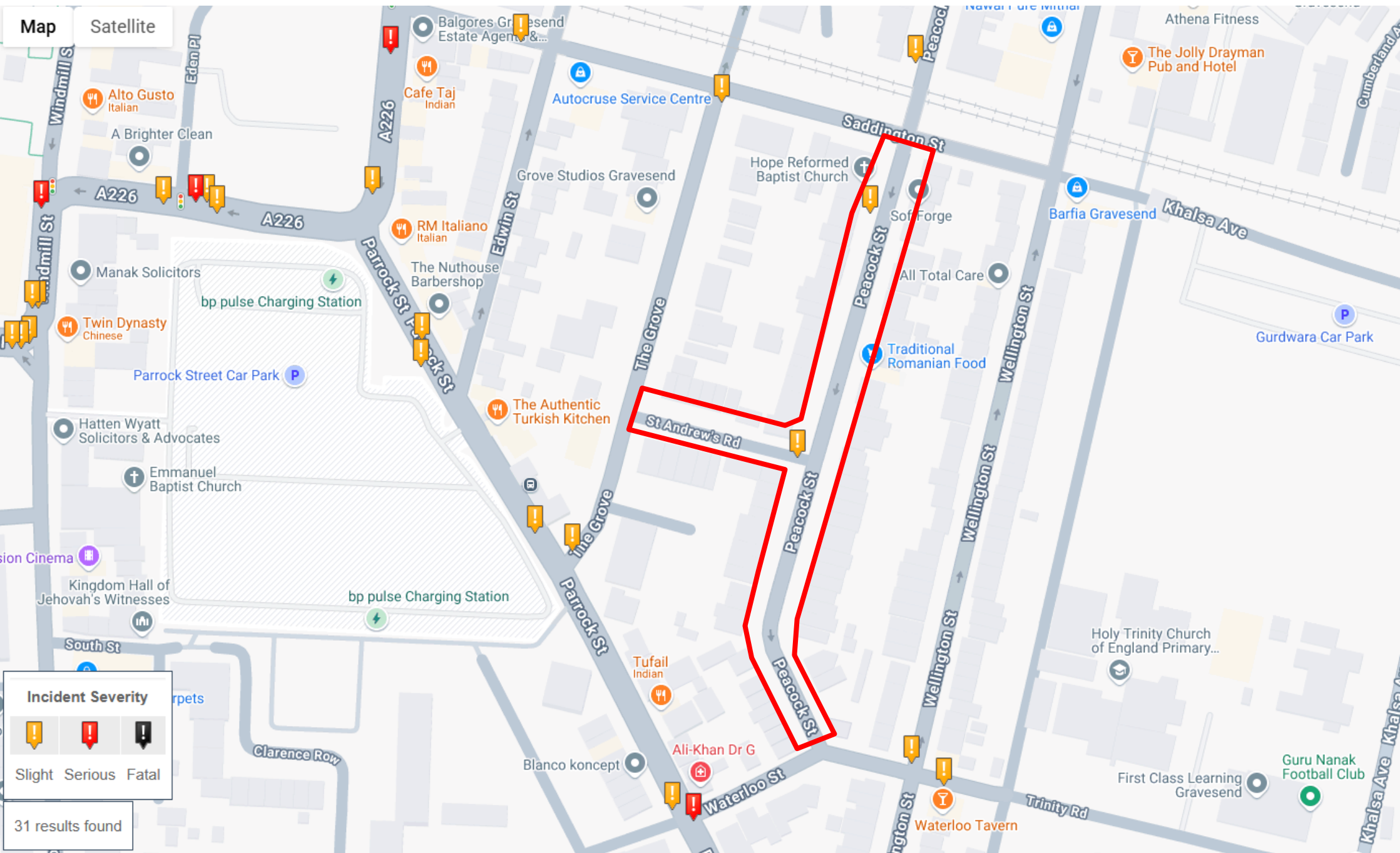
- 7.1 This Transport Statement has been prepared on behalf of Al-Haqq Academy by Bryan G Hall to support a change of use application for a proposed Masjid and Madrasa on the site of the existing 'The Peacock' Public House, Peacock Street, Gravesend.
- 7.2 The site is located within the town of Gravesend, approximately 500 metres to the south-east of Gravesend Town Centre. The site is located in a residential area on land at 78 Peacock Street. The eastern portion of the site currently consists of 'The Peacock' Public House which previously operated on the ground floor and cellar, with a single self-contained residential property on the first and second floor.
- 7.3 A description of the site and the existing local highway network in the vicinity of the site has been provided. A review of personal injury collision data obtained from Crashmap for the most recent 5 year period available demonstrates that there are no existing road safety issues which would be exacerbated by the proposed development.
- 7.4 The site is located within a well-established existing residential area and in close proximity to both neighbouring residential areas and Gravesend Town Centre. This therefore represents a significant catchment of people who could walk to and from the site. The site is well located to access public transport provision including Gravesend Railway Station, therefore offering the opportunity for combined journeys by walking and public transport.
- 7.5 The development proposals seek permission for a change of use from a Class Sui generis pub to Class F1(a) 'Education', F1 (f) 'Public Worship' and F2(b) 'Community Hall' of the F use classes. The proposals include for a 65 worshipper capacity Masjid along with a Madrasa for up to 30 children.
- 7.6 The change of use will not require any changes to the existing highway and access to the proposed building will be provided via the existing entrances from the footways present along St Andrew's Road and Peacock Street.
- 7.7 It is expected that the actual number of worshippers typically for prayers will be around 10, with the maximum capacity of the Masjid of 65 only occurring during the Friday afternoon prayer (Jumma). The applicant is committed to minimising disruption on the local community, and therefore a TP has also been prepared to

set out measures to increase awareness of sustainable modes of transport alongside minimising the sites impact on parking and traffic.

- 7.8 It is therefore concluded that the development proposals would not constitute an unacceptable impact in line with Paragraph 116 of the NPPF and that there are no highways or transport related reasons why the proposed Change of Use should not be granted planning approval.

APPENDIX BGH 1

Map Satellite



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