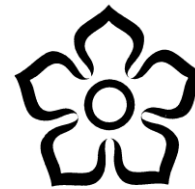


Consultee Comment for planning application 20250228

Application Number	20250228
Location	The Glen, Hillsborough Road
Proposal	Change of use from public house (& ancillary flat) (Sui Generis) to place of worship (& ancillary education centre) (Class F1)
Case Officer	
Organisation	
Name	a Pollution - Noise-Premises-Light
Address	Noise Pollution Team
Type of Comment	Comment
Type	
Comments	There shall be no call to prayer, aural announcement, amplified music, nor voices played externally. (In the interests of the amenities of nearby occupiers, and in accordance with saved policies PS10 and PS11 of the City of Leicester Local Plan.) Noise and Pollution Control Team
Received Date	27/03/2025 13:43:01
Attachments	

Memo



Leicester
City Council

To: Planning Development Management Team
f.a.o.

From:
Highway Development Control and Road Safety –
Transport Strategy

Planning,
Development and
Transportation

Extension:
Email: @leicester.gov.uk
Our ref: CDN/PDT/TSP/HDC&RS/SH/20250228/1
Date: 31 March 2025

City Hall
115 Charles Street
Leicester LE1 1FZ

PROPOSAL: Change of use from public house (& ancillary flat) (Sui Generis)
to place of worship (& ancillary education centre) (Class F1)
APP. NO.: 20250228/1
LOCATION: The Glen, Hillsborough Road

HIGHWAYS OVERVIEW:

The Highway Authority has been consulted on the above application for the change of use from public house (& ancillary flat) to a place of worship (& ancillary education centre) at The Glen Public House, Hillsborough Road.

The application site is a detached public house with a flat above and car parking for 29 vehicles, located within the Swinford Avenue local centre. Adjacent to the site is a Co-op Food store and a number of small shops including a pharmacy and takeaway.

The site is accessed directly from Hillsborough Road, a single carriageway, unclassified road which carries a number of bus routes and is subject to a 20mph speed limit. Hillsborough Road has footways and verges on both sides of the carriageway, is traffic calmed and double yellow lining is apparent at locations where on-street parking could be potentially problematic. Access to the site is also available from Swinford Avenue to the west, through the car park serving the shops. Combined, the local centre and pub car parks provide a total of 80 spaces.

The application is for the change the use of The Glen from a public house to a place of worship and community/education centre, specifically a mosque and madrasah for the Eyres Monsell Community Foundation. The proposed facility would provide a prayer and community hall with open community lounge space on the ground floor and, on the first floor, three classrooms. Within the site, 26 car parking spaces would also be provided and 12 cycle spaces.

Opening times of the premises would generally be between 07.30 and 23.00. However, the applicant states that there would be some exceptions when the facility would open outside

these hours as prayers are determined by the position of the sun and do vary depending on the time of year. Education classes would be run between 16.00 and 20.00.

The foundation currently provides religious services from the Eyres Monsell Community Centre, also on Hillsborough Road. According to the submitted documents the foundation has grown and can no longer be accommodated at the community centre. As such, it proposes to relocate its operations to the above site to provide a dedicated space which would not be shared with other groups.

The application is accompanied by a Highway Technical Note and a Travel Plan. The purpose of the two documents is to assess the impact of the development on highway conditions and to reduce the number of single occupancy car trips by encouraging an increase the use of more sustainable modes of transport by visitors to/users of the site.

The Authority's Travel Plan officer has been consulted and commented on the Travel Plan submitted in support of the proposal, stating that he considers it to be fit for purpose. A Travel Plan coordinator has already been appointed to promote modes of transport other than the private car and that the coordinator is already working closely with the City Council.

According to the applicant, their existing premise has an average of 50 to 100 service users attending the site during an average weekday, with the numbers increasing to around 200 during Friday prayers. Both the Highway Technical Note and the Travel Plan contain a table summarising a survey of the travel patterns associated with the existing premises and users. The table indicates that 85% of service users walk to the site and the remaining 15% arrive by car. The applicant suggest that this would result in 20 cars at the busiest time.

The applicant notes that Leicester City Council do not set out any specific parking standards for places of worship to review the scheme against, but the closest available land use is considered to be 'D1 Non-residential institutions/D2 leisure' (now Class F1 & Sui Generis) uses which generate a demand for 1 space per 22m². With 26 spaces within controlled land, adequate parking is available within the site to comply with these current standards. Similarly, the 12 cycle parking spaces proposed meet current standards.

As previously mentioned, peak times for the proposed premises would be Friday prayers which occurs early in the afternoon, outside peak hours for the surrounding roads. The site is in a sustainable location, being within a residential area so within walking distance of many dwellings and with a number of bus routes running on Hillsborough Road. There are also opportunities to cycle to and from the site. In addition, use of the site in the PM peak is not anticipated to exceed that which could potentially occur should the public house use resume.

The Highway Authority has considered all the documents submitted in respect of the above application. Whilst I am mindful that there is strong local feeling regarding the proposal and that concerns have been raised relating to the impact on parking and highway conditions, on balance and subject to the full implementation of the Travel Plan, including monitoring and updating in consultation with the Authority's Travel Plan Officer, it would be difficult to demonstrate that approval of the proposal would compromise highway conditions to such an extent as can be considered unacceptable, in accordance with NPPF para. 116.

RECOMMENDATION:

In light of the comments above, the Highway Authority does not raise any objections to the proposal, subject to the following recommended conditions being included in any consent in the interests of highway safety.

0211 TRAVEL PLAN

No part of the development shall be occupied/taken into use until a Travel Plan for the development has been submitted to and approved in writing by the City Council as local planning authority and shall be carried out in accordance with a timetable to be contained within the Travel Plan, unless otherwise agreed in writing by the Council. The plan shall (a) assess the site in terms of transport choice for staff, users of services, visitors and deliveries; (b) consider pre-trip mode choice, measures to promote more sustainable modes of transport such as walking, cycling, car share and public transport (including providing a personal journey planner, information for bus routes, bus discounts available, cycling routes, cycle discounts available and retailers, health benefits of walking, car sharing information, information on sustainable journey plans, notice boards) over choosing to drive to and from the site as a single occupancy vehicle users, so that all users have awareness of sustainable travel options; (c) identify marketing, promotion and reward schemes to promote sustainable travel and look at a parking management scheme to discourage off-site parking; (d) include provision for monitoring travel modes (including travel surveys) of all users and patterns at regular intervals, for a minimum of 5 years from the first occupation of the development brought into use. The plan shall be maintained and operated thereafter. (To promote sustainable transport and in accordance with policies AM01, AM02 and AM11 of the City of Leicester Local Plan and policies CS14 and CS15 of the Core Strategy).

0213 PARKING/SERVICE AREA RETAINED (modified)

The parking/service area shall be provided in accordance with the application drawing before the occupation of any part of the development and shall be retained and kept available for that use. (To ensure that parking/servicing can take place in a satisfactory manner; and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3)

0210 CYCLE PARKING

No part of the development shall be occupied until secure and covered cycle parking has been provided and retained thereafter, in accordance with written details previously approved by City Council as local planning authority. (In the interests of the satisfactory development of the site and in accordance with policies AM02 and H07 of the City of Leicester Local Plan).

NOTE TO APPLICANT:

Leicester Street Design Guide (First Edition) has now replaced the 6Cs Design Guide (v2017) for street design and new development in Leicester. It provides design guidance on a wide range of highway related matters including access, parking, cycle storage. It also applies to Highways Act S38/278 applications and technical approval for the Leicester City highway authority area. The guide can be found at:

<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>

As this is a new document it will be kept under review. We therefore invite comments from users to assist us in the ongoing development of the guide.

With regards to the Travel Plan, the contents of the Plan is intended to raise the awareness and promote sustainable travel. The applicant should contact @leicester.gov.uk for an further advice.

Please do not hesitate to contact me should you wish to discuss any of the comments above in more detail.

Regards

On behalf of the Local Highway Authority