

**KIRKLEES METROPOLITAN COUNCIL  
TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAYS DEVELOPMENT CONTROL KP20H**

**PLANNING REF** 2015/62/90020/E0/JA  
**CATEGORY** Small Major

**PROPOSAL** DEMOLITION OF EXISTING HOTEL  
AND ERECTION OF 20 DWELLINGS

**LOCATION** THE WHITCLIFFE HOTEL  
PROSPECT ROAD  
CLECKHEATON  
BD19 3HD

**APPLICANT** AK PLANNING

**HDC Ref. No.** K9-3SE/42  
**Highway Officer** Mark Berry  
**O. S. Ref.** 186 253  
**Date Received** 31/03/2016  
**Target Date** 07/04/2016  
**Date Returned** 31/03/2016  
**Decision**  
**Route No.** Unclassified  
**Road Name** PROSPECT ROAD  
**Adopted** Yes  
**Footpath** SPE79-10  
**Footpath** prow emailed21/1/15  
**Highway scheme** No

**Checked by / date** Sam Lewis 21/01/2015

This application seeks approval for the demolition of an existing hotel and the erection of 16 dwellings at The Whitcliffe Hotel, Prospect Road, Cleckheaton.

The site consists of a large building which is situated centrally within the site and was used up until recently as a 42 bedroom hotel, complete with bar and restaurant facilities. It contains two large car parking areas located to the northeast and southwest sides of the building.

The site is located approximately 400m to the west of Cleckheaton Town Centre and is bounded by residential properties off Stanley Street to the north, residential properties off Peaseland Road and Blacup Moor View to the west and south, and commercial/ industrial properties to the west.

The site is accessed from the Unnamed Access Road which links the existing site access with Prospect Road which is currently far from ideal given the narrow width especially where it meets Prospect Road. In addition to the application site the Unnamed Access Road provides access to a residential dwelling and is also a secondary service access for the adjacent industrial site although this appears to be seldom used.

The Unnamed Access Road is approximately 85m in length and is a two way single carriageway road with a footway provided along the north side connecting Prospect Road with Peaseland Road. This road forms part of public footpath SPE/79/30 that provides access between Prospect Road to the east and to the west provides a route to Heaton Avenue School via Peaseland Avenue and Grange Road.

The carriageway is initially 3.8m in width where it meets Prospect Road, and then ranges between 3.2m and 4.8m in width. The footway is generally 1.3m in width; although where the pedestrian route follows the public right of way this narrows to around 1m in width.

The unnamed road contains street lighting and waiting restrictions are provided on the north side adjacent to the Prospect Road junction.

The personal injury accident records for the last five years along Prospect Road and Tofts Road

including the junction with Whitcliffe Road show 1 reported injury accident which occurred in 2010, was classified as slight and was the result of a vehicle collided with a low wall in wet weather. The contributory factors were noted to be a 'slippery road surface' and the bend in the road.

As part of the development it is proposed to improve the Unnamed Access Road where it meets Prospect Road. The Unnamed Access Road currently does not provide suitable carriageway width for two vehicles to pass simultaneously. It is therefore proposed to widen the carriageway to at least 4.5m for the first 10m. This can be achieved by moving the footway further north into the adjacent site and removing the boundary wall for the first 10m. A passing place is also provided along the length of this road. These improvements would allow vehicles to pass and should also improve inter-visibility between vehicles exiting the Unnamed Access Road and the adjacent site to the north.

Within the development site sufficient off-street parking is provided together with internal refuse vehicle turning.

In terms of traffic impact the existing buildings on site are currently unoccupied therefore to determine the potential traffic generation of the existing use it has been necessary to use the industry standard TRICS database.

Potential peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) for a 42 bedroom hotel, pub, and restaurant and the proposed residential development have been compared

The existing use of the site as a hotel, pub, restaurant, could generate 21 trips during the morning peak, and 43 trips during the evening peak. The proposed development is anticipated to generate approximately 13 trips during the morning peak and 14 trips during the evening peak hours. This results in a net decrease of 8 trips during the morning peak hour and a net decrease of 29 trips during the evening peak hour. The proposed development would therefore represent a significant reduction in traffic generation when compared to the current use of the site.

Given the improvements to the access road and that this road is expected to generate significantly less traffic than the previous use these proposals are considered acceptable from a highways point of view and we have no wish to resist the granting of planning permission.

In order to encourage the use of the public transport services available, the developer should be conditioned to enter into Metro's Residential MetroCard (RMC).

At this site Metro recommend that the RMC is secured through a Section 106 agreement for Residential MetroCard Scheme A - Bus Only. Based on the current scheme costs this would be 16 x £475.75 = £7600.00. The Section 106 should make clear that the developer would be liable for any increase in the cost of the tickets between signing of the S106 and the trigger point for this planning obligation.

If planning is minded to approve this application the following conditions should be attached to the Decision Notice.

Areas to be surfaced and drained

Prior to the development being brought into use, the approved vehicle parking areas shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained throughout the lifetime of the development.

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Reason: In the interests of highway safety and to achieve a satisfactory layout

No development shall take place until a scheme detailing the proposed improvements to the un-named road leading between Prospect Road and the application site including widening of the access, provision of a passing place and adjacent footways have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. The scheme so approved shall be implemented before the development is brought into use.

Reason: To ensure that suitable access is available for the development

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Footnote: (Footpath)

Public footpath number SPE/79/30 , which abuts the site, shall not at any time prior to, during or after construction of the proposed development be unofficially obstructed or closed without prior written consent of the Local Planning Authority.

On behalf of  
S. Sampson - Group Engineer  
Highways Development Control

HDC REF