



Employment Land Forecasts, Market Analysis of Sites and Recommended Interventions and Initiatives to Promote Economic Growth

Kirklees

Prepared on behalf of Kirklees Metropolitan Council

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1.0 Introduction

1.1 This report forms part of a wider study by Kirklees Metropolitan Council (KMC) into the economic development activity in Kirklees. The report assesses the anticipated job growth and the required initiatives and interventions to meet an inspirational growth scenario. The report then considers the quantum of land likely to be required to satisfy the identified job growth. Thereafter the report considers the role of existing employment sites in meeting this demand. The report covers the Local Development Framework (LDF) plan period 2006 – 2026.

1.2 In developing its economic strategy, Kirklees Council has identified its main ambitions for Kirklees in the draft LDF Core Strategy, Economic Development and Need for Employment Land. These are as follows:

Kirklees is a place:

- Where diversity is a strength;
- Where young people want to be;
- Seen as a beacon for green living;
- With a strong economy.

1.3 These objectives will be delivered through the LDF. On all levels, there is a statutory requirement for the policies contained within the LDF to be in accordance with the Regional Spatial Strategy (RSS).

1.4 Kirklees MC has acknowledged that the 130 ha of land has been recommended to be allocated for the RSS plan period (2006 – 2021) for employment (B1(b, c), B2, and B8). However, Knight Frank has been advised that the Council is of the distinct view that, from their experience of the local market for employment land, this hectareage is most probably insufficient to meet the demand anticipated to be generated from both local growth and inward migration and investment. The period the Council has considered is to the end of the RSS employment projection period of 2021 and beyond to 2026. This timescales ties in with the LDF.

- 1.5 Having established this position, the Council has commissioned this study to fully understand the position with job growth, and the associated land requirements. Kirklees MC is of the view that the RSS analysis has failed to take into account of the fact that economic growth and more specifically manufacturing looks to be relatively robust with a much slower decline within its Metropolitan area than nationally. Also, it is considered the RSS fails to account for the specific circumstances relating to the character of the existing employment land in Kirklees which is considered to inhibit their ability to effectively contribute to meeting the locally identified demand for employment land.
- 1.6 Specifically, the report deals with the following:
- i) Provides an independent assessment of the quantum of land that is required to be allocated within Kirklees to meet demand up to 2026. This is to be determined based on a methodology that will account for the critical weaknesses perceived by Kirklees MC in the methodology utilised within the RSS analysis and which resulted in 130 hectares (net) of land being identified for the RSS plan period (2006 – 2021) for B1(b, c), B2 and B8.
 - ii) Consideration will be afforded to the mechanism Kirklees MC will need to adopt in order to serve the growth in jobs within the B1(a) office sector given that national planning guidance through Planning Policy Statement 6 entitled Planning for Town Centres and the RSS places emphasis on the city and town centres being the focus office uses.
 - iii) Assessment is undertaken with respect to the ability of existing employment sites, including town centre locations, in qualitative terms, to assist in meeting identified demand.
 - iv) Consideration will be afforded to the site criteria requirements for existing business, growth sectors, and inward migrating businesses.
 - v) The report will also consider the type of employment sites that have characteristics that inhibit their ability to remain in employment use and whether they would be more appropriately re-allocated for alternative uses and allocating new and alternative sites to meet the identified demand.

- vi) The report will recommend the types of initiatives and interventions which would assist the Council in promoting economic growth.
- 1.7 This report is intended to provide a comprehensive and robust, evidenced-based assessment which will inform Kirklees MC's economic strategy.
- 1.8 The report takes the following format:
- Section 2 Explains the methodology adopted to address (i), (ii) and (iii) above.
 - Section 3 Provides an analysis and outcome of the Cambridge Econometric Model.
 - Section 4 Provides an overview of the principal requirements of modern occupiers.
 - Section 5 Assesses the characteristics of the sample of sites (agreed with Kirklees MC) and their capabilities to meet the requirements of identified growth sectors.
 - Section 6 Provides a conclusion and recommendations based on the findings of the preceding sections.
 - Section 7 Provides recommendations of actions for existing sites, a resume of market considerations and details of strategic initiatives and interventions in order to realise the potential for economic growth.

2.0 Methodology For Market Based Employment Land Assessment

A. Evaluation of Supply

2.1 This section of the report deals with Knight Frank's methodology to provide a market based qualitative assessment of existing employment sites in order to understand whether they display the appropriate characteristics and circumstances to meet the requirements of existing and growing businesses.

2.2 In addition to Knight Frank's current assessment, regard has also been given to the content and findings of the following reports:

- Knight Frank – Greater Huddersfield Employment Land Report 2005
- Knight Frank – North Kirklees Employment Land Review 2007
- Regional Employment Land Study – Modelling Work September 2005
- Ove Arup & Partners Ltd – Update of the Job Growth and Employment Land Figures in the Draft Spatial Strategy for Yorkshire and the Humber June 2007

2.3 These reports have been a sound source of supporting information with respect to how different employment sectors have performed over time, alongside the key recommendations made previously about required strategic intervention. Importantly, they assist in setting the context for the updated position with respect to employment land across the Kirklees Authority Area and the latest recommendations as to how to continue to meet the Authority's aspirations in this regard.

B. Assessment

i) Quantitative Assessment

2.4 The methodology adopted for the Quantitative Assessment is dealt within Section 3 of this report.

ii) Qualitative Assessment

2.5 The scope of the sites that have been assessed by Knight Frank have been agreed with the Kirklees MC. This scope comprises a detailed assessment of 7 sites within Kirklees' identified locality areas and 5 key town centres. The sites have been selected on the basis that they display a cross section of the typical circumstances which are characteristic of a high percentage of employment sites across the Kirklees area. These sites and town centres are as follows:-

Localities

1 A - E	Huddersfield North site at Leeds Road	Ref: 6/E/5
2	Huddersfield South site at Albert Street, Lockwood	Ref: 7/E/2
3	Spennings site close to Junction 26 of the M62 motorway	Ref: 16/E/1, 16/E/2
4	Batley/Heckmondwike site, Bradford Road	Ref: 12/E/2.
5	Dewsbury/Mirfield site, Savile Town, South Dewsbury	Ref: 1/E/3
6	Denby Dale/Kirkburton site, Clayton West	Ref: 20/E/1, 2, & 3
7	The Valleys site, Honley	Ref: 21/E/2, 21/E/3

Town Centres

8	Batley Town Centre
9	Cleckheaton Town Centre
10	Dewsbury Town Centre
11	Heckmondwike Town Centre
12 a - e	Huddersfield Town Centre (Given the relative size of this town centre, its assessment has been undertaken by identifying five key Sub-Areas)

2.6 The criteria against which the sites have been assessed have been agreed in advance with Kirklees MC.

2.7 In order to ensure a comprehensive and consistent analysis, the assessment of each site has been carried out by car and on foot. Also for consistency purposes, the criteria for the assessment has been standardised whilst providing sufficient scope for site specific characteristics to be identified and evaluated.

2.8 The proformas containing the information with respect to each of these individual sites are contained at Appendix 1 and 2 and is discussed in further detail at Section 5 of this report.

2.9 For purposes of clarification, the assessments are for the following employment sectors as categorised by the Use Classes Order 1987 (as amended):

B1(a) Offices, not within A2

B1(b) Research and development, studios, laboratories, high tech

B1(c) Light industry

B2 General industry

B8 Warehousing and Distribution

2.10 The agreed criteria for each of these uses are as follows:-

Operational Criteria

1. Location and access
2. Site area, suitability and topography
3. Power and utilities
4. Workforce and demographics

Deliverability Criteria

5. Site ownership and availability
6. Cost and timescales for availability
7. Land conditions/remediation
8. Grant assistance
9. Planning status
10. Neighbourhoods and neighbouring issues
11. Potential recommended uses
12. Planning Policy Statement 6 (PPS6) Sequential Test

- 2.11 The significant size of the sites under assessment means that a specific scoring criteria is not particularly helpful or appropriate, and therefore has not been used. Instead, anecdotal evidence and discussion is provided to explain the key issues with respect to each of the individual sites and their suitability for the existing and growing employment sectors.
- 2.12 This process is intended to assist the Council in coming to a view as to which of the existing employment sites are suitable for continued future employment use through retention, and/or potential development or redevelopment. It will also assist in understanding whether existing sites are no longer suited to future employment use and whether they should be replaced with alternative uses with employment sites being focused elsewhere.
- 2.13 The analysis contained within the proformas for each site is informed by Knight Frank's experience of market demand of the full spectrum of B1, B2 and B8 employment sectors.

3.0 Employment Land Forecast

3.1 In accordance with our brief, this section considers a number of scenarios for future demand for additional employment land within Kirklees. We were asked to base our employment forecasting (and thus future land demand assessment) on the Cambridge Econometrics Local Economy Forecasting Model (LEFM), which extends to 2020, and then to extend our forecasts further to 2026. We were also asked to produce a range of scenarios, taking into account as applicable changes in the local economy by sector and both macro and micro economic drivers for change. Thus this section considers three potential scenarios for future employment land demand:-

- Low growth (excluding any structural or local area factors);
- Medium growth (following a similar methodology to that employed in the RSS);
- High growth (as per the medium growth scenario, but also incorporating the potential for more specific local economic growth factors).

3.2 Our methodology also seeks, where applicable or possible, to replicate the methodology adopted by Ove Arup & Partners Ltd in their study "Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, June 2007" which, for ease, will be referred to simply as the Arup Study throughout the remainder of this section. It was this study which underpinned the conclusions on future demand for employment land within the published RSS.

3.3 In following the methodology adopted by the RSS and its supporting studies, in accordance with our brief, it should be noted that there exist a number of potential issues relating to the forecasts which are not directly addressed by that methodology. They are as follows:

- Firstly, that certain sectors of the local economy may outperform the constraints of a modelling system which is reliant on historic performance and constrained by projections at the regional and national levels. We have tried to address this later in this section with our Scenario C forecasts.
- Secondly, and conversely, that some areas of the local economy may underperform the same system. We have not directly produced a scenario that addresses this because, although it offers up the potential that there may be job losses or weaker growth in some sectors, business space which may become redundant as a result

may not necessarily be fit for the purpose of accommodating those areas of the local economy which are in need of additional space. Nonetheless, the potential for weaker performance should be borne in mind when reviewing the quantitative outputs.

- Finally, that the figures shown relate to an increase in net employment only and do not account for additional space which may result from employment turnover and churn during the same period. Clearly Kirklees needs to ensure it can provide and cater for this type of demand in addition to net employment increases in order to retain existing indigenous companies with active requirements for new or more modern space. Thus, in the reverse of the preceding point, the potential for additional demand derived from existing employment (rather than simply net growth) should also be borne in mind when reviewing the quantitative outputs.

A. Arup Methodology

- 3.4 The Arup study revised the jobs growth and employment land baseline figures using the latest Yorkshire Futures Regional Econometric Modelling (REM) 2006 data. The REM data showed Full Time Employment (FTE) projections across 30 Standard Industrial Classifications (SIC), which Arup then translated into employment land sectors specified in the project brief by the Government Office of Yorkshire and the Humber. This enabled Arup to revise the baseline scenario for job growth from 2006 - 2016 using GOYH specified employment sectors.
- 3.5 The sectors used by Arup which are relevant to this study are shown in Table 1.

Table 1: Conversion of SIC Classifications to GOYH Employment Sectors

	B1 (a)	B1 (b), B1 (c), B2	B8	Excluded
Agriculture etc				100%
Coal				100%
Oil & Gas etc				100%
Other Mining				100%
Food, Drink & Tob.		100%		
Text., Cloth. & Leath		100%		
Wood & Paper		100%		
Printing & Publishing		100%		
Manuf. Fuels		100%		
Pharmaceuticals		100%		
Chemicals nes		100%		
Rubber & Plastics		100%		
Non-Met. Min. Prods.		100%		
Basic Metals		100%		
Metal Goods		100%		
Mech. Engineering		100%		
Electronics		100%		
Elec. Eng. & Instrum.		100%		
Motor Vehicles		100%		
Oth. Transp. Equip.		100%		
Manuf. nes		100%		
Electricity				100%
Gas Supply				100%
Water Supply				100%
Construction		25.91%		74.1%
Distribution		10.68%	66.35%	22.97%
Retailing				100%
Hotels & Catering				100%
Land Transport etc			57.6%	42.4%
Water Transport			57.6%	42.4%
Air Transport			57.6%	42.4%
Communications			56.3%	43.7%
Banking & Finance	100%			
Insurance	100%			
Computing Services	100%			
Prof. Services	100%			
Other Bus. Services	100%			
Public Admin. & Def.				100%
Education				100%
Health & Social Work				100%
Misc. Services		6.23%		93.8%

Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007

- 3.6 Arup was then asked to forecast to 2021 in line with the RSS Housing figures, and ideally to forecast to 2026 in line with the RSS plan period. As the REM data used only extends to 2016, Arup's forecasts to 2021 were based on projecting the average trajectory between 2006 and 2016 on a pro rata basis, assuming the same average rate of growth or decline from 2016 to 2021 as that forecast for the 10 years before 2016. Arup caveat the results by stating "*The limitation of this is approach is... it does not take into account events that could result in changes to the trajectory for growth or decline per employment sector and consequently should be used with caution. It is recommended that post 2016, the figures should be used as high level indicators instead of being used to define probable growth or decline.*" (Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007, pp3). The Arup study did not attempt to forecast the final 5 year period between 2021 and 2026.
- 3.7 The Arup study then considered alternative employment growth data supplied by Yorkshire Forward taken from the CRDP scenario modelling (referred to as Option D) and based on a new set of assumptions not previously considered in the draft RSS. Arup then applied to the Option D employment forecasts employment density calculations for B class employment uses, and thus forecast net change in land developed for each Local Authority District using the Arup Regional Employment Land modelling methodology (this methodology is not specified or explained within their study).
- 3.8 Yorkshire Forward's revised Option D approach factors in employment growth from over 250 transformational projects across the Yorkshire and Humber Region, instead of the 20-30 projects identified for the 2004/2005 modelling. This revised approach thus reflects potential employment from regeneration project activity across the region, rather than considering a limited number of major projects, and assumes that all will perform as planned by the end of 2016. For each project, Option D makes assumptions including the number of jobs created and within which years (year 1 – 10) job creation would occur. For Kirklees, the projects included are shown in Table 2.

Table 2: Projects included in the Recent Econometric Modelling undertaken by Yorkshire Forward and Local Authority Partners - Kirklees

Name of Project	Number of FTEs	Phasing 2006-2016
Kirklees Strategic Economic Zone	5000	Yr 1 through 10
Bretton Street, Dewsbury	700	Yr 1 through 5
Slipper Lane, Mirfield	700	Yr 3 through 7
Huddersfield Urban Renaissance	700	Yr 1 through 10
Huddersfield Waterfront	1450	Yr 1 through 5
Total additional FTEs	8550	

Source: Yorkshire Futures

- 3.9 To give an indication of the difference this new Option D modelling made to the underlying growth projections, across the whole region in the period 2006 to 2016 the draft RSS forecast growth in FTE employment of between 1.6% and 8.2%. Option D forecasts growth of 12.0%. For Kirklees specifically, Option D forecasts a net growth in FTE jobs between 2006 and 2016 of 15,514, which equates to an increase of 10.9%.
- 3.10 Not all of these 15,514 net additional FTE jobs are relevant to the B class employment uses, however. Table 3 sets out the relevant change in net additional jobs per use class as established by the Arup study.

Table 3: Kirklees total Option D jobs per B class employment use

	2006	2016	Change (no.)	Change (%)
B1 (a)	17,912	18,913	1,000	5.6%
B1 (b), B1 (c), B2	38,008	44,213	6,205	16.3%
B8	13,197	14,779	1,581	12.0%
Excluded	72,663	79,391	6,728	9.3%
All	141,781	157,295	15,514	10.9%

Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007

- 3.11 The Arup study also included projections of average total employment growth from 2016 to 2021 pro rata, although this is not done at employment sector level. For Kirklees, this is shown in Table 4.

Table 4: Kirklees total Option D jobs per B class employment use

	2016	2021	Change (no.)	Change (%)
All	157,295	165,052	7,757	4.9%

Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007

- 3.12 The Arup study then set out how these new employment forecasts affected the forecast for B class employment land required between 2006 and 2021. The study does not provide details of the densities it has applied to the employment projections in order to convert net additional FTE jobs into land. A comparison of the differing sets of results is set out in Table 5.

Table 5: Kirklees total net change in land required per B class employment use (hectares)

	B1	B2	B1 (a)	B1 (b) B1 (c) B2	B8	Total
Allocated AMR 2006	4.0	4.0			1.0	108.0
Forecast using REM 2007 (2006 - 2021)			-2.3	-27.0	1.2	-28.0
Forecast using Option D (2006 - 2021)			1.5	93.5	35.8	130.7

Note: The Annual Monitoring Report 2006 does not distinguish between the differing B1 uses. Neither does it show a complete breakdown of available employment land, hence the total being significantly higher than the sum of its parts. Nonetheless, this was the only source available to Arup.

Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007

- 3.13 It is evident from the table how significant the impact of the Option D forecasting scenario was on Kirklees' anticipated demand for additional employment land, across all sectors but most notably for B1 (b), B1 (c) and B2, where the modelling adjustment changed the forecast need to 2021 from a decline of -27.0 ha to an increase of +93.5 ha. Overall, the Option D scenario produced an increase of 158.7 ha, which equates to net projected demand of 130.7 ha by 2021. Without this amended scenario, Kirklees had been anticipated to experience a fall in demand for employment land of -28.0 ha.

3.14 Also significant, given that the AMR 2006 identifies only 9.0 ha available for future employment use development and only 108.0 ha in total (including other uses), is that the Arup study indicates a significant undersupply of available land relative to the revised Option D forecasts within Kirklees, even just to 2021 (which is as far forward as the Arup study forecasts).

B. Unadjusted Cambridge Econometric Forecasts

3.15 Kirklees MC bought in and sought to use Cambridge Econometrics' Local Economy Forecasting Model Version 7 (LEFM). Our brief was to assess the jobs growth and employment land baseline figures using the LEFM forecasts, and including scenario forecasting as appropriate. We have been asked to follow the methodology employed by the Arup study in order to make the alternative scenarios comparable as far as is feasible.

3.16 In the first instance, therefore, the following sets out what the forecasts would be using the unadjusted LEFM forecasts. This will not make any allowance for the Option D additional projects and consequent net employment growth.

3.17 Unadjusted, the rate of growth in the period 2006 to 2016 is similar to that set out in the Arup report based on the draft RSS, although the baseline employment level in 2006 is somewhat higher. The draft RSS forecast growth in FTE employment of between 1.6% and 8.2%, while the unadjusted rate of growth according to the LEFM is 6.2%.

3.18 Like the Arup study, we were asked to extend the forecasting period to 2026. Unlike the REM model used by Arup, which ran to 2016, the LEFM model does extend further but still only 2020. During this period, it forecasts further employment growth of 2.3%. We have adopted the Arup methodology of projecting the average trajectory on a pro rata basis across each employment sector. Therefore, given that the LEFM model extends to 2020, we have assumed the same average rate of growth or decline from 2020 to 2026 as that forecast for the four years prior, i.e. the average annual rate of growth the LEFM predicts for the period 2016 to 2020. On this basis, the rate of growth across the second half of the total 20 year period, from 2016 to 2026, rises to 6.2%. This is the same total growth for Kirklees as a whole over the latter ten years as for the first ten years, albeit the differences within each sector during the two periods can vary quite significantly.

3.19 Bearing in mind again that these figures are completely unadjusted and do not yet take account of the Option D additional employment growth stimulated by Kirklees' identified regeneration projects, Table 6 sets out what the change in jobs would be by B class employment use as a baseline for comparison, assuming the same distribution as adopted in the Arup study (and shown in Table 1).

Table 6: Kirklees total jobs per B class employment use using Unadjusted forecasts

	2006	2016	Change (no.)	Change (%)	2016	2026	Change (no.)	Change (%)
B1 (a)	24,389	27,745	3,356	13.8%	27,745	33,099	5,354	19.3%
B1 (b), B1 (c), B2	40,451	38,507	-1,944	-2.8%	38,507	36,886	-1,621	-2.3%
B8	13,851	15,423	1,572	7.1%	15,423	16,456	1,033	4.2%
Excluded	101,485	109,657	8,172	8.1%	109,657	116,686	7,029	6.4%
All	180,176	191,332	11,156	6.2%	191,332	203,127	11,795	6.2%

Source: Cambridge Econometrics LEFM Version 7, Knight Frank

C. Scenario A: Unadjusted Employment Land Forecasts

3.20 As with our low growth scenario, we have assessed the position should these forecasts be utilised without any adjustment or allowance for local factors or intervention. This is a similar position to that adopted within the draft RSS. The additional employment land required on this basis during the two ten year periods are set out below. The employment densities applied are those used in the Arup study and are explained in paragraph 3.31.

Table 7: Unadjusted Employment Land Forecasts

	New FTE 2006-2016	Land Required 06-16 (ha)	New FTE 2016-2026	Land Required 16-26 (ha)	Land Required 06-26 (ha)
B1 (a)	3,356	3.36	5,354	5.35	8.71
B1 (b), B1 (c), B2	-1,944	-19.52	-1,620	-16.26	-35.78
B8	1,572	23.76	1,033	15.61	39.37
Total Land (ha)		7.6		4.7	12.3

Source: Knight Frank

D. Adjusted Cambridge Econometric Forecasts

- 3.21 For the second two scenarios (medium and high growth), we will in the first instance seek to replicate the more recent RSS/Arup methodology by applying the Option D projections shown in Table 2 to the LEFM forecasts.
- 3.22 This naturally has a significant impact on the total employment figures projected to 2016 and, more significantly, on the total anticipated net employment growth within the B class employment uses. It should be noted, however, that neither the Arup study nor Yorkshire Futures, who provided us with the data on the included regeneration projects, specify how these net additional jobs are distributed between the different employment uses. Based on our interpretation of the Arup report and the context in which these figures were generated, it has been assumed for the purposes of this study that all the net additional jobs resulting from these projects will be for some form of B class employment use. In the first instance, therefore, Table 8 shows the new totals arising from including the additional jobs anticipated as a result of the specified projects only at a headline level.
- 3.23 The Option D projects occur during the first ten year period to 2016. For the period 2016 to 2026 we have applied the same growth rates as adopted in the previous unadjusted scenario (Scenario A), but to the higher 2016 projections.

Table 8: Kirklees total jobs using Unadjusted forecasts plus Option B additional jobs

	2006	2016	Change (no.)	Change (%)	2016	2026	Change (no.)	Change (%)
Unadjusted:								
B1 (a)	24,389	27,745	3,356	13.80%	27,745	33,099	5,354	19.30%
B1 (b), B1 (c), B2	40,451	38,507	-1,944	-2.80%	38,507	36,886	-1,621	-2.30%
B8	13,851	15,423	1,572	7.10%	15,423	16,456	1,033	4.20%
Total B use class	78,691	81,675	2,984	3.8%	81,675	86,441	4,766	5.8%
Option D:								
New jobs due to projects			8,550					
New Total B use class	78,691	90,225	11,534	14.7%	90,225	95,491	5,266	5.8%
New All	180,176	199,882	19,706	10.9%	199,882	212,275	12,393	6.2%

Source: Cambridge Econometrics LEFM Version 7, Yorkshire Futures, Knight Frank

- 3.24 For comparison purposes, Table 9 sets out the Arup Option D forecasts to 2016 in comparison to the forecasts shown above.

Table 9: Comparison of Arup Study and LEFM/Knight Frank projections

	2006	2016	Change (no.)	Change (%)
Arup Total B use class	69,117	77,905	8,788	12.7%
LEFM/KF Total B use class	78,691	90,225	11,534	14.7%
Difference	9,574	12,320	2,746	1.9%
Arup All				
Arup All	141,781	157,295	15,514	10.9%
LEFM/KF All	180,176	199,882	19,706	10.9%
Difference	38,395	42,587	4,192	0.0%

Source: Ove Arup & Partners Ltd, Cambridge Econometrics LEFM Version 7, Yorkshire Futures, Knight Frank

- 3.25 There are two key points to note from this analysis. Firstly, although the growth rate of total employment between 2006 and 2016 is the same in both analyses (10.9%), this is working off a higher base in the LEFM/KF assessment. Thus the net additional jobs over the period are 4,192 higher according to this study's modelling. Secondly, for purely B class employment uses both the net additional jobs and the rate of growth is higher utilising the LEFM/KF model – by 2,746 FTE jobs and by 1.9%.

- 3.26 Based on the information available to us regarding the regeneration projects included within the Option D modelling, and the plans for B class employment uses within each of those projects to the extent that can currently be assumed, we have distributed the additional FTE jobs to each sub-sector of the B use class and added these to the LEFM forecast for new employment between 2006 and 2016 (Table 10).

Table 10: Distribution of additional FTE jobs due to regeneration projects by B use class (2006-2016)

	2006	LEFM/KF Change (no.)	Change due to Projects (no.)	Total new FTEs	Adjusted 2016	Change (%)
B1 (a)	24,389	3,356	1,400	4,756	29,145	19.5%
B1 (b), B1 (c), B2	40,451	-1,944	6,665	4,721	45,172	11.7%
B8	13,851	1,572	485	2,057	15,908	14.9%
Total B adjusted	78,691	2,984	8,550	11,534	90,225	14.7%

Source: Cambridge Econometrics LEFM Version 7, Yorkshire Futures, Knight Frank

3.27 Again, for reference, Table 11 shows how these forecasts, which now incorporate the same regeneration projects included in Yorkshire Forward’s revised Option D approach and applied by Arup in their assessment for the RSS, compare to those devised in the Arup study itself.

Table 11: Comparison of Arup Study and LEFM/Knight Frank projections by B use class (2006-2016)

	Arup Change (no.)	Arup Change (%)	LEFM/KF Change (no.)	LEFM/KF Change (%)
B1 (a)	1,000	5.6%	4,756	19.5%
B1 (b), B1 (c), B2	6,205	16.3%	4,721	11.7%
B8	1,581	12.0%	2,057	14.9%
Total B adjusted	8,788	12.7%	11,534	14.7%

Source: Ove Arup & Partners Ltd, Cambridge Econometrics LEFM Version 7, Knight Frank

3.28 A key point to note here is that the LEFM/KF model produces a far more optimistic scenario for B1 (a) employment, based on Cambridge Econometrics’ own modelling prior to any adjustments. However, the total for B1 (b), B1 (c) and B2 uses remains lower.

3.29 The Arup study clearly states that “*the revised projections to 2021 have been based on projecting the average trajectory between 2006 and 2016 on a pro rata basis*” (Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007, pp3). Although the report is very unspecific in relation to the employment forecasts between 2016 and 2021, it does provide employment land forecasts and a brief assessment of these figures indicates that Arup has applied the same growth rate in the later period once the Option D projects have already been included.

3.30 In other words, the Arup study assumes the same rate of growth as if each of these projects (or, presumably, an equivalent thereof) were to be replicated in the second period. In accordance with our brief, and in order for both studies to be directly comparable, we have adopted the same approach (Table 12). This is a further significant departure from the Scenario A forecasts, which not only took no account of the Option D regeneration projects but consequently, in forecasting the period 2016 to 2026, also did not utilise the higher rate of employment growth produced as a result of the inclusion of these new projects.

Table 12: Distribution of net additional FTE jobs by B use class (2006-2016 and 2016-2026)

	2006	2016	Additional FTEs 06-16	2026	Additional FTEs 16-26
B1 (a)	24,389	29,145	4,756	34,828	5,683
B1 (b), B1 (c), B2	40,451	45,172	4,721	50,444	5,272
B8	13,851	15,908	2,057	18,270	2,362
Total B adjusted	78,691	90,225	11,534	103,543	13,318

Source: Ove Arup & Partners Ltd, Cambridge Econometrics LEFM Version 7, Knight Frank

E. Scenario B: Adjusted Employment Land Forecasts

- 3.31 Taking, then, these adjusted employment forecasts which now include the same Option D projects and consequent growth rate methodology as the RSS/Arup study, we have then sought to apply the same densities as those applied in the Arup report. These differ from the industry standard densities.
- 3.32 The densities used by Arup are not set out, but are merely referred to by the following: “To calculate the net additional employment land required per B use class between 2006 and 2016 the Arup Regional Employment Land modelling methodology was used.” (Source: Update of the Job Growth and Employment Land Figures in the draft RSS for Yorkshire and the Humber, Ove Arup & Partners Ltd, June 2007, pp3). Nonetheless, as Arup has supplied both precise net additional job growth by B class employment use for the period 2006 to 2016 and the consequent employment land projections, implied densities can be calculated.
- 3.33 In accordance with the Council’s request that we adopt the same methodology as the Arup study to ensure each set of results is comparable, these same densities have been applied to the LEFM/KF net additional FTE forecasts. On this basis, the methodology of our Scenario B is as close to replicating the Arup/RSS assessment (but in our case underpinned by the LEFM) as we are able to achieve given the extent of information available. The results are shown in Table 13.

Table 13: Adjusted Employment Land Forecasts using implied Arup densities

	New FTE 2006-2016	Land Required 06-16 (ha)	New FTE 2016-2026	Land Required 16-26 (ha)	Land Required 06-26 (ha)
B1 (a)	4,756	4.76	5,683	5.68	10.44
B1 (b), B1 (c), B2	4,721	47.40	5,272	52.93	100.33
B8	2,057	31.09	2,362	35.70	66.79
Total Land (ha)		83.24		94.31	177.56

Source: Knight Frank

- 3.34 The overall total for, say, the period 2006 to 2016 utilising the LEFM/KF model is marginally lower than the Arup study, despite higher levels of total new jobs, due to a differing distribution of employment type foreseen by Cambridge Econometrics' underlying model. In this assessment, a higher proportion and absolute number of net additional FTE jobs within Kirklees will be within the B1 (a) use class, rather than occupying B1 (b), B1 (c) and B2 floorspace, which is given greater emphasis in the Arup study.
- 3.35 Given that far lower densities are applied to the latter category (i.e. far more space is required to accommodate each individual new job within the B1 (b), B1 (c) and B2 categories than is within the B1 (a) category), the Arup study produces a slightly higher overall requirement for employment land.
- 3.36 However, the distribution of this land among the B class employment uses is quite different. In essence, the Arup study assumes an increasing importance in manufacturing within the Kirklees economy and very little future demand is anticipated for office uses. The LEFM/KF assessment, while still anticipating a growth in manufacturing, forecasts an office-based economy which will be of increasing importance within Kirklees over the next two decades.

F. Scenario C: High Growth Adjusted Employment Land Forecasts

- 3.37 We have also considered a third scenario which accounts for the potential for higher growth demonstrated by adopting a proxy of specific employment use sectors to reflect both micro economic drivers and the potential for change due to intervention. We have assessed the potential for higher growth on two bases:

- those sectors which have experienced strong historic growth in the recent past and/or have run contrary to wider national or regional trends, and therefore their local performance is unlikely to be fairly reflected in longer-term econometric modelling

and/or
- those sectors which are likely to benefit specifically from targeting of policy initiatives.

3.38 Although this is a high growth scenario, we have still taken a fairly conservative approach in order that the potential of this scenario remains both achievable and robust. Consequently just four sectors have been identified, as set out in Table 14. It should be noted that these sectors have been selected as a proxy for higher growth within the district. It is not assumed that faster growth will occur only within these four sectors, nor that the rate of growth applied (and consequent number of new jobs) will be exact. However, this process provides a demonstration of the potential for additional employment growth within the local area beyond that shown by a straightforward econometric model utilising historic trends and constrained by regional and national forecasts. By selecting just four sectors which demonstrate a robust case for faster growth than indicated by the model alone, we are illustrating the wider potential for higher employment growth within Kirklees.

Table 14: Target High Growth Employment Sectors

	Change %	Change %
	2003-06	2006-16
Wood & Paper	11.1%	-15.2%
Printing & Publishing	13.0%	5.7%
Communications	6.7%	-2.6%
Banking & Finance	5.3%	-2.6%

Source: Cambridge Econometrics LEFM Version 7, Knight Frank

3.39 The first two sectors have both recently experienced extremely high growth (i.e. in the period 2003 to 2006) which is not reflected in the longer period of 2006 to 2016, even utilising the new Scenario B forecasting. This is a reflection of Kirklees' strength within a very specific sub-sector of the manufacturing industry which has performed extremely well in the past, in complete contrast to national trends, and it would appear this strength is not reflected going forwards as these national trends feed into and constrain the longer term econometric modelling process.

- 3.40 The second two sectors, Banking & Finance and Communications, may not have seen notably high level growth in the recent past but nonetheless are anticipated to be stronger sectors within Kirklees going forward in light of anticipated regional initiatives such as, for example, the saturation of Leeds as an office centre and the potential for Kirklees to capitalise on unsatisfied demand (both in Leeds and Manchester) should appropriate accommodation provision be available within Kirklees' key centres, and its ability to accommodate financial services, new areas of technology, call centres etc.
- 3.41 We have again taken a fairly conservative view by not selecting some of the larger sectors (such as Other Business Services or Distribution, which between them accounted for 13.5% of the Borough's total employment in 2006). Neither have we selected those sectors which showed outstanding growth in the period 2003 to 2006 (such as Professional Services, which is not only a large sector but also saw employment rise by nearly 32% in just three years). In this way, we feel we have taken a sample which should act as a reasonable and moderate demonstration of the potential for out-growing those forecasts produced only by utilising the Arup methodology.
- 3.42 This scenario assumes that each of these four identified sectors could be subject to higher growth going forward than has been anticipated in the previous two scenarios. Adopting a similar methodology to that used by both ourselves and the Arup study when forecasting beyond the limits of the respective underlying model, the growth rates seen within each of these sectors in the period 2003 to 2006 have been applied to the entire forecast period on a pro-rata basis. The new forecast for each sector's net additional jobs over the forecast period produced by these higher growth rates is shown in Table 15.

Table 15: Additional FTE jobs forecast within Target High Growth Employment Sectors

	2006-16	2016-26
Wood & Paper	413	588
Printing & Publishing	2,639	3,971
Communications	6,669	11,283
Banking & Finance	380	471

Source: Cambridge Econometrics LEFM Version 7, Knight Frank

- 3.43 These new additional jobs have then been fed into the same methodology used for Scenario B, and the resulting revised employment land requirements are set out in Table 17.

3.44 Although we have sought to be both conservative and robust in our higher growth scenario, it should be borne in mind that, because the additional growth in jobs due to the Option D initiatives is at the level of B class employment use type only and not at sector specific level, it is difficult to assess whether there could be any element of double counting should any of the identified projects have already assumed new jobs specifically within these sectors.

Table 16: Adjusted High Growth Employment Land Forecasts using implied Arup densities

	New FTE 2006-2016	Land Required 06-16 (ha)	New FTE 2016-2026	Land Required 16-26 (ha)	Land Required 06-26 (ha)
B1 (a)	5,174	5.17	5,875	6.20	11.37
B1 (b), B1 (c), B2	7,800	78.31	6,103	95.29	173.60
B8	2,294	34.67	2,613	39.41	74.08
Total Land (ha)		118.15		140.09	258.24

Source: Knight Frank

3.45 In a reverse of the difference between our Scenario B forecast and the Arup study forecast, where the difference lay in lower B1 (b), B1 (c) and B2 employment projections which require more floorspace per job, a key adjustment in our Scenario C forecast relies on a greater strength in Kirklees' core manufacturing industries and thus this is reflected by a much higher overall land requirement due to the growth in B1 (b), B1 (c) and B2 employment use types.

G. Summary of Differing Scenarios

3.46 This assessment considers three possible scenarios for future employment land demand generated by forecast net new jobs, and thus excluding churn/turnover of existing employment which is an additional source of demand for employment land if indigenous businesses are to be retained within the area. A summary of the findings are as follows:

- **Scenario A: Low Growth:** using unadjusted Cambridge Econometric forecasts and utilising the implied employment densities used by the Arup study.
- **Scenario B: Medium Growth:** using Cambridge Econometric forecasts which have been adjusted to take into account the initiatives included in the Yorkshire Forward Option D scenario, also employed by the Arup study, and then utilising the implied densities from the same Arup study.

- **Scenario C: High Growth:** using the same methodology as Scenario B but also taking account of higher growth in four specific employment sectors within Kirklees based on the recent strength of those identified sectors, specific to the Borough and contrary to national trends, and also those sectors which might be targeted more heavily by specific policy initiatives.

3.47 In summary, the differing employment land forecasts are set out in Table 17.

Table 17: Alternative Scenario Forecasts for Additional Employment Land Requirements

	SCENARIO A		SCENARIO B		SCENARIO C	
	2006-2016	2006-2026	2006-2016	2006-2026	2006-2016	2006-2026
B1 (a)	3.36	8.71	4.76	10.44	5.17	11.38
B1 (b), B1 (c), B2	-19.52	-35.78	47.40	100.33	78.31	173.60
B8	23.76	39.37	31.09	66.79	34.67	74.18
Total Land (ha)	7.60	12.30	83.24	177.56	118.16	259.16
Total Land (ha) exc. B1 (a)	4.24	3.59	78.49	167.12	112.98	247.78

All figures shown are in hectares.

Source: Knight Frank

4.0 Site Selection Criteria

4.1 In response to section 3, this section summaries the key requirements which will be important to potential and existing occupiers when considering the appropriateness for an employment use.

A. Locational and Operational Criteria

i) Location

This section deals with the relevance of geographical location in respect of key transport routes which will impact on the travel patterns of staff, customer, visitors and trade. The principal considerations will be:

- Close proximity and ease of access to national motorway network;
- Easy access via good quality road links including “A” class roads;
- Ability to connect with future transport infrastructure as a result of planned or known highway improvements;
- Sites that are accessible for staff will assist in staff recruitment and retention;
- Impact on suppliers, customers, competitors, etc.;
- Proximity to staff amenities and facilities such as shops, bank, gym, etc. This is a further factor in terms of staff attraction and retention.

ii) Site suitability

- Size must be of a sufficient scale to accommodate occupiers’ needs in the short, medium and long term;
- Ideally offer some expansion facility;
- Sites should provide the option for both freehold and leasehold tenure;
- The shape of site will be important as irregular sites can prove difficult to develop.
- Topography and relief will impact on design of buildings and their ability to meet the requirements of modern day industries.
- Relationship of the site to watercourses will be key due to difficulties associated with the risk of flood, a factor which some occupiers will be more sensitive to than others.

iii) Power and Utilities

- Site where these are available will be more attractive.
- If these were not available, developers and occupiers will need to consider the implications of provision.
- Financial implications in terms of providing this infrastructure;
- Sustainability in terms of delivering more energy efficient building forms may have a positive impact on long term cost savings. However, generally the implications of this is that it will initially increase build costs.

iv) Demographics

- A labour force supply with the appropriate skill set will be essential. This may come from the indigenous population or more recent migrants from Eastern Europe;
- The need for close proximity to an available labour force;
- Regular and reliable transport. Alternatives to the car will be a necessity for the mobility of the labour force.

v) Ownership

- Are development sites and/or buildings available on a freehold or leasehold basis?
- Are sites in single or multiple ownership?
- Is land in the public sector or private ownership?
- Is the land serviced or un-serviced?

vi) Deliverability

- Time constraints may delay deliverability. Factors such as securing LDF allocations will have implications;
- Is land remediation/decontamination required?
- Greenfield sites are often more popular as they are often unlikely to require remediation;
- Speed in responding to market demands;
- Certainty in the planning process is obviously beneficial in the marketing of sites.

vii) Planning Status

- Sites with relevant planning permissions will be more attractive;
- Unconditional planning permissions. Avoidance of onerous restrictions is desirable e.g. restrictions on hours of operation;
- Height – scale – massing. There should be flexibility in terms of the scale, massing and height of buildings;
- Provision of sufficient car parking;
- Accuracy of the Local Development Schemes (LDSs) in terms of guiding sites through the LDF process;
- Regeneration opportunities should be explored and promoted;
- Sites located in flood plains will have development constraints and will need to be considered against policy contained within Planning Policy Statement 25: Development and Flood Risk (PPS25);
- Sustainability are becoming more relevant.

viii) Grant Assistance

- The availability of funding, grants and other financial assistance will support developers in delivering accommodation for potential occupiers.

ix) Neighbourhood / Neighbouring Uses

- Compatibility with adjacent uses will be a consideration in terms of appropriateness of sites e.g., the implications of a general industrial use adjacent to residential use.

5.0 Characteristics of the Sample of Existing Employment Sites

- 5.1 This section of the report provides an assessment of the characteristics of the 7 sites and the 5 town centres that have been selected in conjunction with Kirklees MC. The sites have been selected on the basis that they display circumstances which are characteristic of a high percentage of employment sites across Kirklees.
- 5.2 This assessment considers the capability of the sites to meet the requirements of the identified growth sector. Detailed assessment of each individual site has been carried out and is contained in Appendix 1.
- 5.3 For reference purposes, the selected sites are as follows:

A. Localities

Huddersfield North site at Leeds Road	Ref: 6/E/5
Huddersfield South site at Albert Street, Lockwood	Ref: 7/E/2
Spennings site close to Junction 26 of the M62 motorway	Ref: 16/E/1, 16/E/2
Batley/Heckmondwike site, Bradford Road	Ref: 12/E/2.
Dewsbury/Mirfield site, Savile Town, South Dewsbury	Ref: 1/E/3
Denby Dale/Kirkburton site, Clayton West	Ref: 20/E/1, 20/E/2, 20/E/3
The Valleys site, Honley	Ref: 21/E/2, 21/E/3

B. Town Centres

Batley Town Centre
Cleckheaton Town Centre
Dewsbury Town Centre
Heckmondwike Town Centre
Huddersfield Town Centre (given the relative magnitude of this town centre, its assessment has been conducted as 5 distinct sub-areas)

- 5.4 The boundaries of all of the sites and town centre areas are detailed on the accompanying proformas which form Appendix 1, as well as on the plans set out at Appendix 2.

5.5 Following consideration of each individual site, it has become apparent that the characteristics they displayed fall into 5 distinct Sub-Category Areas:

- i) Traditional Urban Industrial Sites
- ii) The Valleys Sites
- iii) Rural Sites
- iv) Sites Adjacent to the Motorway
- v) Town Centres

C. Assessment of Sub-Category Areas

- i) Traditional Urban Industrial Sites

5.6 This category is illustrated in this report through the consideration of the Huddersfield North and South sites (6/E/5 and 7/E/2), Batley (12/E/2) and, Dewsbury (1/E/3). Appendix 1 contains the full detailed assessment.

5.7 Within these four older urban industrial areas the predominant character is a mix of older multi-storey industrial accommodation which is relatively large in scale, alongside older single storey accommodation. Some of this property located at the fringes of these employment areas has already been converted to a residential use. Some has been retained in industrial use but often is only really used efficiently at lower floor level.

5.8 In addition to these larger multi-storey buildings are a number of more recently constructed single storey pre-1980s industrial properties, which whilst still capable of beneficial occupation, do not meet the needs of many modern occupiers. This is particularly the case in much older north-light roof factories dating back to the late 1800s/early 1900s. These buildings are generally unsuitable for modern occupiers, particularly due to maintenance issues. Other key difficulties with buildings of this type include low eaves heights, columns, inadequate servicing/parking, lack of compliance with modern standards (e.g. Disability Discrimination Act 1995 requirements) and health and safety issues.

5.9 Many businesses would prefer to operate from newer premises as this presents them with an image conducive to attracting additional custom and establishing the appropriate impression for their staff and clients.

- 5.10 There are a number of larger buildings which have been subdivided for multiple occupations where there has been a limited amount of new investment in recent years.
- 5.11 The industrial buildings in the traditional urban area were primarily constructed to house manufacturing and heavy industries. However, given that the majority of modern occupiers are not heavy industrial uses as a result of global economic restructuring, in general terms, much of the property within locations such as these is no longer suitable. Nevertheless, within Kirklees statistical information suggests that there is a higher proportion of manufacturing businesses than in many other areas of the North of England. Some local start up businesses prefer to be in accommodation such as this as it will typically be available to them at a cheaper rent and will offer flexible “easy in/easy out” letting terms. It is considered that it is important to retain this accommodation where market demand proves healthy. However, sites such as these will need to be pro-actively managed to ensure that they remain suitable. The loss of premises in these areas in their entirety would mean smaller, local ‘start-up’ businesses have fewer opportunities in the short to medium term, until such time as alternative locations become available.
- 5.12 In spite of this, there are some practical problems in terms of the long term viability of these buildings and it is difficult to see how they can continue being suitable for businesses in the longer term. Further, there is also an issue in parts with these traditional urban industrial areas where there is some conflict between these heavier industrial uses and the neighbouring residential areas. In several of these areas there are above average vacancy rates. This is indicative of the historic lack of investment and the lack of demand here at present.

Push and Pull Factors

Push Factors:

- Conflicting land uses;
- Poor access and servicing (at 12/E/2 and 1/E/3);
- Poor image;
- Limited land available for new development.

Pull Factors:

- Cheap accommodation;
- Flexible letting terms;
- Longstanding psychological/operational attachments for local businesses to these localities;
- Good access to 'A' roads at 6/E/5 and 7/E/2;
- Proximity of premises here to existing workforce.

Recommendations

5.13 The accommodation within these traditional urban industrial areas is fit for purpose but only to a degree at the present time in that it does afford local smaller businesses the opportunity to remain operational within the areas where they have historically been situated. They can also operate here at a level which does not significantly impact upon their overheads. However, the ability of these areas to provide for the additional employment land which will be required by Kirklees in the future is limited. In any event, there is little identified demand for these locations to assist in driving economic growth.

5.14 Therefore, there should be some consideration to retention of sites in those areas where there is no conflict with surrounding land uses such as housing, and where there is continuing demand for occupation. Conversely, where there are non-conforming uses, conflicts with surrounding land uses or no proven market demand, and investment cannot be made to support such demand, redevelopment for alternative uses should be considered. Assessment needs to be made on a site by site basis rather than through making prescriptive generalisations. Kirklees MC can seek the advice of independent consultants to ascertain the prospects for individual locations. It is acknowledged that a study of this nature has been undertaken relatively recently in the Colne Valley which could be extended to cover other areas.

5.15 In terms of additional development on brownfield land within these areas, land assembly is a significant issue given the large number of individual ownerships. At the Dewsbury site (1/E/3) there are some parcels of land available for future development but viability and access may be issues here. This is particularly the case at peak times where the road infrastructure struggles to support the existing form of development in the area.

5.16 At the Dewsbury and Batley sites (12/E/2) the best prospects for any future development remain within the converted older industrial buildings which can be let for smaller occupiers if funding can be sourced by Kirklees MC to support the viability of this. A good example of an underused location at present is the Savile Mill at Mill Street East, Dewsbury.

ii) The Valleys Sites

5.17 The two identified Honley sites (21/E/2 and 21/E/3) fall within this category. Appendix 1 contains the full detailed assessment.

5.18 Examples in the wider Kirklees District include the Colne Valley running west out of central Huddersfield. Taking the Honley example into further consideration however, it is clear that topography represents a major difficulty for the construction of large scale industrial units here. As with the traditional industrial urban areas discussed above, the majority of premises within these areas are older industrial buildings but take a slightly different configuration in that they follow more of a ribbon pattern of development. It is also apparent that there is an issue of fluvial flood risk because of the proximity of these areas to existing watercourses. PPS 25 requires a sequential assessment where sites are proposed to be redeveloped for industry. This use falls within the 'less vulnerable' category and therefore whilst a sequential assessment would be required, an exceptions test would not be necessary.

5.19 These areas also have some converted mills and smaller older industrial properties which have been redeveloped for occupation by multiple smaller businesses and often on flexible letting terms.

5.20 Many of the units within these areas are in poor condition. However, there has been some evidence of investment towards the north of the Honley area where refurbished and new build office development has taken place. Although, this is relatively small scale.

5.21 In terms of better quality industrial development, there is one large scale industrial unit to the south of the area which is occupied by sheet metal manufacturers, Allsops. The tone of the overall area in general is one which is vibrant and has a limited amount of vacancy. The presence of many of the businesses within this area is clearly of significance to the fabric of the local community.

Push and Pull Factors

Push Factors:

- Isolated location/poor road access and servicing;
- Limited available land/premises for expansion;
- Potential for flooding;
- Uneven topography;
- Conflicts with neighbouring uses;
- Competition from residential land values.

Pull Factors:

- Proximity to local workforce;
- Historic roots of businesses in the area;
- Affordable rents;
- Flexible accommodation.

Recommendations

- 5.22 The future prospects for new and additional employment development in The Valley locations would seem very limited although it is acknowledged that there will be a role within these areas to meet the needs of existing small businesses and a small number of larger operators who have historically been based here. However, if these larger businesses were to seek to relocate or cease trading, it is difficult to see how easily these sites could readily be reused for industrial/office developments. The primary reasons for this are due to poor access from 'A' roads and motorways and relatively isolated location of these sites with respect to other more significant industrial areas.
- 5.23 It is accepted however, that these types of locations and premises do serve indigenous businesses and this important role should not be overlooked. Therefore, the area should be retained principally in business use where demand can be demonstrated. However, where there is an absence of demand and sites become surplus to requirements or fail to meet demand, redevelopment should be considered for alternative uses. As outlined above, it is difficult to make general recommendations as to whether individual employment sites should

be retained or redeveloped. Instead external consultancy advice may be required by the Local Planning Authority on a site by site basis to provide an independent assessment.

- 5.24 The fundamental issue with this sub-category is that there are few, if any, parties who would seek to develop or locate here out of choice. This position is unlikely to change in the short to medium term even where direct intervention from the Local Authority occurs. However, there are some units which serve local needs relatively well. Therefore, Kirklees MC needs to support these uses where possible in order to prevent the character of the area from deteriorating.

iii) Rural Sites

- 5.25 The site area that fall within this sub-category is Clayton West (20/E/1, 20/E/2 and 20/E/3). Appendix 1 contains the full detailed assessment.

- 5.26 The majority of buildings across the area are modern single storey purpose built industrial and warehouse units constructed within the last 10 to 20 years. Within 20/E/1 there is some evidence of 1960s development although this has been extended more recently. Whilst the area does not have direct access to the motorway it is reasonably well serviced by three trunk roads which gives the site linkages to the M1. Therefore, whilst it is not particularly suited to distribution companies, the road accessibility is of a sufficiently high quality to meet the needs of many other industrial occupiers. It is acknowledged that the facilities at this site are far superior to those offered by the traditional industrial urban areas and valley sites.

Push and Pull Factors

Push Factors:

- Limited land to expand at present;
- Some businesses may require better access to the motorway;
- The area is relatively unknown as a destination in the wider commercial market;
- The location of this site may present problems in terms of the distance for the workforce to travel;
- Slightly higher rents here may be less affordable for smaller start up businesses.

Pull Factors:

- Excellent facilities;
- Modern bespoke accommodation;
- Single storey accommodation;
- A mix of uses here ensures that it is a vibrant business location;

Recommendations

- 5.27 There is currently a limited amount of available land for further development here. Unless additional surrounding greenfield land is identified it is difficult to see how additional units can be accommodated. However, the nature of the development that has occurred here could be replicated on other similar sites with reasonable success. The key to the location is that there are excellent facilities in a range of sizes in modern purpose built space which is limited across a number of the District's areas.
- 5.28 It is acknowledged that some employment sites may be within or surrounded by Green Belt and that some of these sites may be under pressure for conversion to higher value uses such as housing. Where such sites remain accessible and capable of beneficial occupation, they should generally be retained unless there are overriding reasons for redevelopment, e.g. incompatibility with other neighbouring uses, or viability issues.
- 5.29 Moreover, there may be circumstances where areas of land currently designated as Green Belt should be considered for potential development for employment use where other sites cannot practically be delivered to meet the economic growth aspirations of the Council.
- 5.30 The adage that demand follows supply is borne out by the example here in that, although on the face of it the location appears to be relatively isolated and does not have ideal access, it is largely fully occupied. The argument is that if some speculatively built development takes place then the demand will follow. However, locations with either better road access or the potential for better public transport access should be considered as the first priority. It is suggested that the Local Authority may need to enter into detailed discussions with the Highways Agency to ensure that the development of sites with good motorway access is a realistic possibility.

iv) Sites Adjacent to the Motorway

- 5.31 The key site adjacent to the motorway which has been assessed as part of this exercise is that lying within the Spen area. Appendix 1 contains the full detailed assessment.
- 5.32 It is broadly identified as “Access 26” and surrounding land. Much of this area contains modern high quality industrial and office development (particularly north and south of Whitehall Road and Hunsworth Lane), with a small amount of traditional Victorian stone housing to the south of this. The area also contains a small number of modern car sales and vehicle repair businesses.
- 5.33 The northern area of this site (identified as 16/E/1) benefits from excellent links to the motorway network and also from its proximity to the wider Cleckheaton area and the potential pool of labour. The portion of the site identified as 16/E/2 is more traditional and heavy industrial in character, although some brownfield residential redevelopment has occurred here.

Push and Pull Factors

Push Factors:

- Higher rents;
- More limited supporting infrastructure for workforce, e.g. shops, restaurants, community facilities.

Pull Factors:

- Excellent motorway access;
- Potential for future expansion;
- Proximity to workforce;
- Ease of access for workforce;
- Link to main urban area to the south.

Recommendations

- 5.34 The area lying within 16/E/1 represents an ideal opportunity for modern industrial occupiers. It meets the majority of their needs with affordability and limited supporting facilities appearing to be the only principal drawbacks. This is because new, well-located space often comes at a premium rate.
- 5.35 It is acknowledged that sites close to the motorway do bring their own pressures in terms of use of the existing highways network. However, it is vital that these issues are overcome to ensure that it does not hinder the capability of Kirklees to meet its future employment land needs. As stated above, it is suggested that the Local Authority may need to take an active role to counter the Highways Agency concerns to ensure that the development of sites with good motorway access is a realistic possibility. In the case of 16/E/1 it is recommended that further land should be identified here to allow for future expansion of this already successful employment location. It is highly accessible and benefits from its close proximity and relationship to the urban area to the south. Its motorway location means that it is well suited to allow businesses to serve customers across the North of England.
- 5.36 In terms of the area identified as 16/E/2, this is more problematic in terms of its future redevelopment for employment uses and it is likely that much of this area will continue to be redeveloped for residential. However, if land assembly issues can be overcome then there may be the opportunity to deliver some brownfield employment development here. An example of this is the currently operational gasholder site south of Whitechapel Road.

v) Town Centres

- 5.37 In assessing the five key town centres across Kirklees it is important to separate Huddersfield from Batley, Cleckheaton, Dewsbury and Heckmondwike as the characteristics here are substantially different. Appendix 2 contains the full detailed assessment.

a) Huddersfield Town Centre

- 5.38 In assessing Huddersfield first, this is a key sub-regional centre within the Leeds City Region (as identified within the emerging Regional Spatial Strategy for Yorkshire and the Humber). The central inner ring road area has a combination of traditional and 1960s form to its developments. There is however some modern development, albeit limited, which is predominantly retail. Two notable examples of successful employment development include

the Media Centre at the north east side of the central area and the St George's warehouse conversion in the north west of the central area. Both of these developments reflect the emerging role of Huddersfield as a centre for creative industry.

5.39 In addition, the University area also has seen substantial new development in order to promote and support the expansion of the University and its growing role in the local knowledge economy.

5.40 The periphery of the town centre around the edges of the ring road contains a mix of uses including retail, residential, industrial and trade. These areas appear to be transitional land zones where a continued mix of these uses should be encouraged. The individual proformas set out at Appendix 1 clearly illustrate that the different segments identified within this peripheral area change in character significantly but it is possible to generalise about several issues. For example:

- Vacancy rates are an issue across parts of the peripheral area, particularly to the south east where there are a number of derelict units close to the ring road.
- There are a number of residential streets where occupation is shared with commercial uses, particularly at ground floor level.
- There are a number of sites across this area which whilst not immediately available do present some opportunities for future additional employment development.

Push and Pull Factors

Push Factors:

- Paucity of suitable accommodation for modern employment needs;
- Many occupiers (particularly distribution businesses) prefer better motorway access;
- Many of the older heavier industries are now inappropriate with this area given the more substantial redevelopment that has taken place as compared with other centres across Kirklees, i.e. hi-tech industry and modern offices do not sit comfortably alongside less visually attractive heavy industry.

Pull Factors:

- Increasingly vibrant centre;
- Presence of the University which is growing in stature and plays a key role in terms of supporting research and development and providing graduates to support local economy;
- An improving urban environment supported by new retail offices, restaurants and bars which have in turn been supported by the growing student accommodation;
- Critical mass of a major town centre;
- Excellent public transport links;
- A key sub-regional centre located roughly equidistant between Manchester and Leeds.

Recommendations

- 5.41 The proformas completed for the Huddersfield Town Centre area clearly identify in detail the potential for further development and in particular office development around the edges of the ring road. In particular, it is considered that the University and the service sector represent key drivers to support the additional development of office, research and development and light industrial uses within and around the town centre. The RSS clearly identifies the role of Huddersfield in terms of supporting the development of creative industries and providing for research and development links to the University. The existing form of development would seem to offer opportunities to support this.
- 5.42 The inner town centre area is dominated by a retail core which should remain. There is also no real potential for general industrial use within the central area as this would be incompatible with the other uses.
- 5.43 One concern to be allayed is that it is noted that St George's warehouse was only delivered as a result of the provision of gap funding. Therefore, Local Authority or Regional support maybe necessary to ensure that a suitable brownfield site within and around the ring road can be identified and brought forwards to meet the future economic needs of the town and the surrounding sub-regions. Knight Frank remains confident that demand follows supply and that if land can be assembled then there is genuine potential for office development here.

b) Other Town Centres

- 5.44 The character of the other town centres is very much typified by older traditional building stock interspersed with a very limited amount of new development. The mix of development within these areas remains broadly retail dominated with some trade retail, industrial and a small proportion of residential. Office use is present but the majority of the office stock within the town centres is fragmented in nature, often consisting of converted Victorian property or outdated 1960-70s built stock. It is very clear that there is little or no provision of modern Grade A office accommodation.
- 5.45 This is evidenced on closer examination in two typical centres – Dewsbury and Batley. Appendix 2 contains the full detailed assessment.

b-i) Dewsbury Town Centre

- 5.46 Dewsbury Town Centre is characterised by good examples of Victorian buildings interspersed with some more modern 1960s type development. The dominant use is retail centred on a retail axis which runs in a south west to north east direction linking the bus station to the open market. Within this area office accommodation is limited to the upper floors. One purpose built office building is located directly opposite the Town Hall. The main business area is located to the north and north-east of the centre adjacent to the ring road. This is dominated by fine Victorian buildings predominantly occupied by small scale office type users including accountants and solicitors.
- 5.47 South of the retail core is a retail warehouse park including occupiers such as B & Q, Matalan, Currys, Comet and Wickes.

b-ii) Batley Town Centre

- 5.48 Batley town centre is very linear in nature with the majority of commercial activity located along two parallel roads, Bradford Road and Commercial Street, each of which have their own distinctive character.
- 5.49 Bradford Road is characterised by a range of discount retail outlets, retail trade/warehouse type uses and car sales operations in a combination of older Victorian mill buildings interspersed with 1960s/70s type premises. More modern development includes the Tesco store, which dominates the road frontage to north west and other retail outlets including Aldi.

There is very limited commercial activity in terms of office/employment use. The majority of development is fragmented in either Victorian converted mill buildings or more modern 1960s development none of which would readily lend themselves to modern day commercial activity. Additionally, Bradford Road is heavily trafficked and accessibility and servicing could prove to be a significant constraint for future employment use growth

- 5.50 The more traditional retail area is centred on the Market Place and Commercial Street which is characterised predominantly by two storey development comprising ground floor retail tail/café/financial professional services use with storage and some limited office accommodation above.
- 5.51 There are some employment uses to the south of the main shopping area within Victorian Mills which have been subdivided into industrial units/workshops amongst other uses including wholesale /retail trade outlets and car repair. Immediately to the west is Fox's Biscuits office and distribution centre which is a significant employer for the town.
- 5.52 As typified by Dewsbury and Batley above, whilst some of the centres do have small scale office development, the nature of these businesses is predominantly tied to local areas and of a small scale nature. The majority of office stock is primarily over retail development or is converted from traditional Victorian buildings into what is now older, cellular space.
- 5.53 In terms of new development, the centres appear to be particularly constrained in terms of development opportunities to meet modern day office requirement. The historic nature of many of the centres, and the tight knit urban fabric, results in a distinct lack of development sites/opportunities within or in close proximity to the centres as would be required by Planning Policy Statement 6 (PPS 6). The main opportunities available at present come from the number of vacant buildings and properties across the centres. This occurs most notably at Dewsbury and to a lesser extent in the other centres. One issue that is clear having undertaken the proforma analysis is that none of the centres appear to have a clearly defined role other than acting as a service hub for their immediate locality.

Push and Pull Factors

Push Factors:

- Limited land for expansion;
- Long term lack of investment has created an outward momentum for businesses leaving some of these areas (particularly Dewsbury);
- Constrained by the density of development and historic street network;
- Competition from other land uses.

Pull Factors:

- Easier access to local workforce;
- Good local amenities;
- Less conflict with other land uses at bustling town centre locations.

Recommendations

- 5.54 From the analysis in this report and other studies referred to it is apparent that service sector employment is set to expand within Kirklees which will fuel demand for new and refurbished office accommodation. The potential exists for new Grade A office space as well as expansion of the quantity of stock to meet this demand. The main question is whether the existing town centres have the capacity to satisfy this demand.
- 5.55 It is clear from the Town Centre survey work that many of the towns will not be able to compete with established office locations in terms of the volume of stock and size of office floor plates available.
- 5.56 With regard to opportunities of the other town centres reviewed, Dewsbury has some potential but largely this exists for small scale office development which will help regenerate what is one of the largest centres in Kirklees. However, due to the lack of suitable development sites the opportunity for Grade A office space would be frustrated. Notwithstanding this Dewsbury is not recognised as an office location within the region. As such, major office development is considered unlikely unless key development sites are identified and assembled within or close to the centre to create a logical extension and satisfy the requirements of PPS6.

- 5.57 The provision of or opportunities for new facilities will encourage local business expansion helping to stem the flow away from the town centres as evidenced in Dewsbury. Once again supply leading to demand is relevant here as without new quality accommodation businesses cannot expand or relocate. New development may well lead to some inward investment.
- 5.58 The other centres will probably continue to offer accommodation to meet the needs of the local professional services such as solicitors, accountants, insurance brokers etc, but the nature of these towns is such that they will not attract large scale or national occupiers.
- 5.59 It is important to acknowledge that it is unlikely that these town centres will play a key role in meeting the future economic needs of Kirklees over and above their existing level of economic contribution. In order that they may play an important role in the future it will be vital that clearly defined roles should be identified for each of these centres so that they can be differentiated from each other and can then seek to target sources of future investments.

6.0 Conclusion and Recommendations

A. Background

- 6.1 This report has been commissioned by Kirklees MC in order to establish whether the anticipated economic growth forecast and projections to 2021 in the RSS and the consequential recommendation to allocate 130 ha of land for B1 (b), (c), B2 and B8 uses is correct.
- 6.2 Kirklees MC has therefore requested that Knight Frank reassess the potential for economic growth by utilising the Local Economy Forecasting Model (LEFM) produced by Cambridge Econometrics. In doing so, this model assesses whether different degrees of intervention and application of initiatives are likely to reflect a more optimistic growth than that accounted for in the RSS. The findings of this are contained in Section 3 of this report.

B. Recommended Growth Scenario

- 6.3 The published RSS timescale extends to 2026 although the economic section addresses the period up to 2021 only due to the limitations of the econometric forecasting model used. Knight Frank's economic forecasting was extended to 2026, to match the published RSS and the LDF, and considered three potential scenarios:
- **Scenario A** - low growth (excluding any structural or local area factors);
 - **Scenario B** - medium growth (following a similar methodology employed by the RSS)
 - **Scenario C** - high growth (as per the medium growth scenario, but also incorporating the potential for more specific local factors).
- 6.4 We would recommend discounting Scenario A, which does not even include additional growth initiatives incorporated into the RSS. The medium growth Scenario B produced a forecast of 167 ha for B1 (b), B1 (c), B2 and B8 uses by 2026. An additional 10.4 ha for B1 (a) was also projected. Under the high growth Scenario C, the equivalent figures are 248 ha and 11.4 ha

- 6.5 The methodology of our Scenario B is as close to replicating the RSS assessment (but in our case underpinned by the LEFM) as we are able to achieve given the extent of information available, and thus we consider this to be a soundly based and robust analysis. Although the total land demand outcome is very similar to the RSS figures, our assessment implies faster and higher growth in employment and a different underlying economic structure. While the Arup study which underpins the RSS assumes an increasing importance in manufacturing and very little future demand for office uses, the LEFM/KF assessment still anticipates a growth in manufacturing but also forecasts that an office-based economy will be of increasing importance within Kirklees over the next two decades.
- 6.6 In preparing Scenario C, although a high growth scenario we have still taken a fairly conservative approach in order that the potential of this scenario remains both achievable and robust. Scenario C identifies specific employment sectors which offer the potential for higher growth either because their local performance differs from the national picture and is unlikely to be fairly reflected in longer-term econometric modelling, or because they are likely to benefit specifically from intervention. Remaining conservative in our assessment, just four sectors have been identified, two manufacturing sectors (Wood & Paper and Printing & Publishing) and, Banking & Finance and Communications.
- 6.7 In determining the quantum of land required to be made available to meet the demand generated from the anticipated growth, consideration is afforded in the RSS to national guidance contained in PPS6. This guidance places the focus for uses which generate large numbers of people movements to be directed towards city and town centres. Policy E2 of the RSS specifically states that office uses should be directed towards city and town centres.
- 6.8 The approach therefore taken by the RSS in identifying the quantum at 130 ha of land, does so in reference to B1 (b), (c), B2 and B8 uses. It is therefore assumed that the RSS focuses B1 (a) office use towards city and town centre sites. Therefore, Knight Frank has adopted the same approach in order to comply with PPS 6 although this will also assist in making direct comparisons with the RSS.

- 6.9 Moving to Knight Frank's recommendation in terms of the growth scenario that Kirklees MC should adopt to inform the LDF, based on the findings of the LDFM it is clear that Scenario B is similar in terms of its projections for growth as those contained within the RSS. This is based on medium growth but also accounts for Option D (Table 2) interventions which project for growth up to 2016 only whereas the LDF period is up to 2026.
- 6.10 It is reasonable to expect that the Kirklees' economy will continue to grow for the LDF period up to 2026 beyond that which the RSS (and Knight Frank's Scenario B) has accounted for. This is based on three principal considerations:
- The Table 2 interventions are currently in place and accounted for but only for growth up to 2016. Therefore it can be reasonably assumed that the Council will seek to expand these and/or introduce further initiatives.
 - The manufacturing sector in Kirklees is relatively robust and is defined as declining at a pace that is slower than the national rate of decline. This local dimension is not acknowledged by the RSS.
 - There is an acceptance that the Leeds and Manchester city centre office markets provide a specific type of product. Also this product (given their regional centre status) is at rental rates higher than surrounding smaller towns. The RSS does not acknowledge that there is a demand for a product that does not necessarily require or desire a regional city centre location. Further it does not acknowledge that demand exists for a product at lower rental rates.
- 6.11 It is on the basis of these considerations that Knight Frank's recommendation is that Kirklees MC proceed by proposing an Economic Strategy for the LDF which is based on accommodating up to the maximum level of the Scenario C forecasts up to 2026 (Table 18). It is recommended that at a minimum, specific provision is made within the LDF to accommodate the growth projected up to 2016 for Scenario C, but that firm recommendations are put in place to make provisions for the requirement from 2016 – 2026. It is however recommended that the requirements for the latter 10 year period is reassessed at the appropriate time, possibly in line with the 3 yearly review of the

Regional Economic Strategy. Also, it is recommended that through the LDF, mechanisms are in place to phase the release of sites for the latter 10 year period. It is recommended that this phase release is informed by reassessing growth through an updated modelling exercise at the appropriate time and intervals.

C. Role of Existing Sites and Town Centres

- 6.12 Section 5 of this report provides a detailed analysis of the characteristics and circumstances of the seven localities and the five town centre sites. This analysis is to assist in assessing the role that these areas may play in meeting the demand for land to realise the aspirational growth scenario that Knight Frank recommend Kirklees MC progress through their LDF.
- 6.13 It is accepted that B1 (a) Office used will be directed towards town centre locations in accordance with the requirements of PPS 6, also reflected in the RSS. Therefore the assessment of the town centre sites specifically relates to their role with regards to meeting the demand for office uses. Consequently, the assessment of the locality sites is in relation to their role in meeting the demand for B1 (b), (c), B2 and B8, non-office employment uses.
- 6.14 The following provides a summary of the typical characteristics of the types of sites evaluated. It should however be noted this is a generalised conclusions from the limited number of sites assessed.

i) Traditional Urban Industrial Sites

- The accommodation is considered to be fit for purpose for small local businesses and some small new business start-ups.
- These sites are unlikely to meet the requirements of the aspirational growth sectors and the modern industrial requirement of occupiers, mainly due to building types and location.
- Where they are located adjacent to non-confirming uses such as housing, there will be limitations with regards to longevity or expansion for existing uses.
- The positive characteristic for future potential is that they: can be in proximity to road link; located near a work force; have linkages to local and growing businesses.

ii) The Valley Sites

- The accommodation serves indigenous and local business occupiers.
- These sites are unlikely to meet the requirements of the aspirational growth sectors and the modern industrial requirement of occupiers, mainly due to building types, poor topography, location, limited scope for expansion.
- Generally located adjacent to non-confirming uses such as housing resulting in limitations with regards to longevity of use and pressure for changes of use to housing.
- The positive characteristic for future potential is that these type of sites: are in proximity to a workforce; have linkages to local and growing businesses.

iii) Rural Sites

- The accommodation is serving local and non-local business occupier.
- Sites are likely to continue to meet the requirements of existing occupiers due to their: location; facilities; bespoke buildings and; good access. They are unlikely to meet the requirements of the aspirational growth sectors and the modern industrial requirements of occupiers, mainly due to: limited land for expansion, possible poor access, unknown destinations and remote workforce.
- Rural locations present physical limitations for expansion.
- A positive feature of these locations is that they are vibrant locations due to mix of uses.

iv) Sites Adjacent to Motorways

- The accommodation is serving local and non-local business occupier including modern and traditional industries.
- Sites are likely to continue to meet the requirements of existing occupiers due to their: location; access; potential for expansion; proximity to and good access for workforce and; linkages to main urban areas. The difficulties for the aspirational growth sectors and the modern industrial occupiers would be due mainly to higher rents and limited supporting facilities for the workforce.
- These locations are likely to present difficulties in terms of the scope for expansion and they are generally fully occupied.

- Positive characteristic for future potential is that these type of sites: location; access; potential for expansion; proximity to and good access for workforce and; linkages to main urban areas.

v) Huddersfield Town Centre

- The area within the ring road is mainly retail dominated but there are two significant recent employment developments: the media centre and the St Georges warehouse conversion.
- University area has experienced new development, conversions and expansion to grow the knowledge economy.
- Remaining edge of town centre contains: retails; housing; industry and; trade.
- Issues of concern: remote motorway access; high vacancy rates in some parts; non-conforming uses adjacent to each other, e.g. mainly modern industry, offices and housing adjacent to heavy industry.
- They have positive features in attracting future growth: vibrant image, universities research and development role; growth in retail, food and bars; growth in residential use; good transport links; sub-regional status between Leeds and Manchester.

vi) Other Centres

- Traditional centres dominated by retail; limited office accommodation here is fragmented and in converted Victorian properties occupied by small scale businesses; some discount retail outlets; warehousing and car sales.
- These sites are unlikely to meet the requirements of the aspirational office growth sectors as they are physically constrained in terms of expansion and development opportunities; they also suffer from having image problems and a lack of investment;
- Opportunities for limited expansion will be by converting Victorian buildings, which can be supported by access to a local workforce and good facilities for these workers.

7.0 Action, Initiatives and Interventions

- 7.1 The key objective of this Study is to provide Kirklees MC with a series of recommended actions, initiatives and suggested interventions that could be adopted and, which may also be essential to some degree in order to realise the aspirational growth for Kirklees' economy promoted by Scenario C of the Cambridge Econometric LEFM.
- 7.2 It is clear from our report that there is considerable and significant employment potential in Kirklees. Robust traditional industries continue to thrive despite the national trend. Additionally much work has been done, particularly in Huddersfield, to create an attractive and increasingly vibrant destination for people to live. Whilst employment opportunities may be hindered by the area's topography and a poor national image, its location between Manchester and Leeds and proximity to a major workforce are very positive factors. Most of the existing employment allocations may meet local need but do not allow the District to grow and flourish and consideration needs to be given to de-allocation of some sites and re-allocation for other land uses. Market forces alone will not deliver the Council's aspirations and they therefore need to embrace the private sector and public bodies in order to realise the potential that is considered to exist.
- 7.3 A range of possible methods of achieving this have been considered. It is believed that they are realistic in that they are based on: practical knowledge and experience of the localities and town centres; Knight Frank's market knowledge of the requirements of modern industrial and office occupiers; and initiatives and interventions that have a proven track record of success and have been previously recommended to Kirklees MC by Knight Frank.
- 7.4 This section is broken down into the following three components:
- Site Recommendations – Practical knowledge and experience of the localities and town centres.
 - Practical Market Considerations – Based on Knight Frank's market knowledge of the requirements of modern industrial and office occupiers.
 - Strategic Recommendations – Initiatives and interventions to assist the Council in delivering their aspirations for growth for Kirklees.

A. Site Recommendations

i) Traditional Urban Sites

- 7.5 Accommodation here is fit for purpose for small local businesses and some small new business start-ups. However, independent advice should be sought to ascertain whether these can remain viable in longer term. Where this is not an option, consideration should be afforded to the potential for redeveloped for alternative use or redeveloped for improved facilities using external funding and/or CPO powers.
- 7.6 More generally land assembly is a wider issue in any event. CPO powers should be considered to some degree.
- 7.7 If funding can be sourced, there are some mill conversions that could be supported, particularly in Dewsbury and Batley, that could meet the needs of some small, local businesses, e.g. as at Savile Mill, Dewsbury.
- 7.8 However, having regard to the above, it should be stressed that it is unlikely that these areas will attract sufficient occupiers other than local businesses to enable them to perform as locations to support substantial future job growth.
- 7.9 It should however be recognised that there will be instances where Traditional Urban Industrial sites might have the potential to assist in supporting future job growth. Therefore it is recommended that a detailed assessment of the potential of such sites is carried out in order to fully understand the role of these sites in assisting the potential for future job growth for the LDF plan period.

ii) The Valleys Sites

- 7.10 These sites are unlikely to cater for anything other than very localised demand in the future. No specific interventions should be encouraged.
- 7.11 Consideration should be afforded to the scope for these sites to be reallocated for an alternative beneficial use such as housing.

iii) Rural Sites

- 7.12 Where rural sites are shown to be accessible, new sites could potentially be allocated in these locations and they can present the characteristic and circumstances that would meet the requirement of modern industrial occupier and therefore assist in promoting job growth.
- 7.13 Consideration will need to be afforded to the potential impact on the local road network and motorway and therefore detailed discussions Highways authorities may be necessary.
- 7.14 Consideration should be afforded to the potential to allocate adjacent land in order to promote the potential for physical expansion.
- 7.15 It is recommended that a detailed assessment of the potential of other such site is carried out in order to fully understand the role of these sites in assisting the potential for future job growth for the LDF plan period.

iv) Sites Adjacent to Motorway

- 7.16 These are excellent opportunities for expansion from a market viewpoint but face obvious constraints in terms of planning policy, access, traffic generation on local roads and motorways and often higher rents.
- 7.17 With intervention, these sites are likely to be appropriate locations for manufacturing and distribution uses.
- 7.18 It is recommended that a detailed assessment of the potential of other such site is carried out in order to fully understand the role of these sites in assisting the potential for future job growth for the LDF plan period.

v) Huddersfield Town Centre

- University area offers some potential as a driver for office expansion.
- An office quarter should be designated in the centre.
- Potential development site on pay and display car park to the south west of ring road.
- Retail core should remain as existing.

vi) Other Town Centres

- More limited input for Dewsbury and Batley.
- Main focus should remain Huddersfield.
- The significant role of public sector occupiers including the Local Authority should not be under played in order to drive forwards and support the town centre office markets.

B. Practical Market Considerations

i) Office Market

7.19 The office market will require specific measures that result in land being made available to promote and accommodate expansion.

7.20 It should be acknowledged that the cost of delivering development does not necessarily equate to realising the financial returns. This will be due to rental levels being low. Consequently financial assistance from other sources is likely to be required as an incentive in order to stimulate development and growth.

7.21 Currently there is no 'Grade A' quality space in Huddersfield. St George's Warehouse has been converted and proposed to be let at £17 per sq ft which is considered to be an optimistic rental value.

7.22 Public sector organisations such as the Council, Regeneration Bodies and Health Authorities should realistically consider their role in promoting growth of the office sector by considering relocating to new development sites thereby stimulating growth. Kirklees MC should afford consideration to regeneration for commercial development within Huddersfield Town Centre's ring road. A key initiative for the Local Authority as a major user could be that they should assist in "pump priming" office development. The Civic Centre is a key office location

which if retained or redeveloped could play a significant role in the promotion of the office sector.

- 7.23 Redevelopment or relocation of major office facilities should be encouraged within the ring road boundary. This would have direct benefits for the wider town centre area, with consequential “ripple effect” benefits spreading outwards to edge of centre locations. A significant example of where this has been achieved elsewhere (albeit in a strong office market location) is in Sheffield City Centre where the Local Authority was a key occupier within the Heart of the City redevelopment proposal. This report does suggest that in terms of Dewsbury and Batley, the potential for growth is limited due to the constraints identified and whilst expansion at some point in the future might need to be considered, it is recommended that in the first instance the focus should be on Huddersfield.
- 7.24 In terms of the role of the individual town centres of Batley, Dewsbury and Huddersfield, the potential for Kirklees to grow its office sector to the level suggested is yet untested and therefore, it is recommended that initiatives and interventions are focused in the first instance on Huddersfield which displays characteristics and circumstances more akin to those which have promoted Manchester and Leeds.
- 7.25 Allocation of a Business Quarter in Huddersfield would provide the mechanism for focused intervention through Area Action Planning and public sector intervention to facilitate the process towards growth and also financial incentives. If Dewsbury and Batley are to accommodate anything other than small new owner occupier units for the local area’s needs, then comprehensive re-branding would be required.
- 7.26 Principal considerations for expanding and incoming businesses will be providing facilities such as car parking and good transport services.
- 7.27 Improvement of connectivity between the potential areas in Huddersfield for a Business Quarter and the principal retail areas, which are currently severed by the Ring Road, will be the key driver to success.
- 7.28 For Huddersfield the role of the University should be capitalised on as this will assist in promoting the research and development sector.

ii) Industrial Sector Considerations

- 7.29 Section 5 highlights the role of the various localities and from this it is clear that the Valley Bottoms have limited potential for long term beneficial occupation. The Traditional Urban Areas are considered to be of a characteristic that will limit their role in accommodating the anticipated growth sector. The Rural and Motorway locations are those that do have some beneficial role to play in meeting continued beneficial occupation but for the most part these are fully occupied or constrained in terms of the scope for expansion.
- 7.30 It is clear that where sites have become redundant or have no role as future employment sites, consideration needs to be afforded to the potential for alternative uses. However, there is a significant proportion of the existing older stock that has a strong local market. For example, the Ashtenne facilities in Honley or smaller multi-let sites in Dewsbury and Batley. Whilst these locations will not play a significant role in terms of future expansion of employment land, it is important that some of these sites are retained to ensure that there is a supply of cheap accommodation available for start up and small businesses. It is therefore important that the Local Planning Authority retains a flexible policy approach with respect to these sites whether they can be reviewed on a location by location basis as to their suitability for retention or redevelopment. It is impossible to impose a "catch all" policy across each of these sites as this would fail to take account of each site's unique circumstances.
- 7.31 In terms of allocating land through the LDF, the principal land uses are housing and employment. It is suggested that Kirklees MC should perhaps review the total stock of existing employment sites and sites available for future development to reassess the locations with the greatest potential based upon their prevailing characteristics.
- 7.32 New locations will be required for industrial site for both speculative development and relocations on the basis that demand typically follows supply with high quality employment accommodation delivered at easily accessible locations when the demand for such accommodation will be strong. Manufacturing is strong in Kirklees and therefore there needs to be a modern approach to the delivery of employment land and building which recognises the needs of occupiers and in particular those occupiers currently based within Kirklees district who have outgrown their premises or whose premises have simply become outdated and where their requirements are for modern and/or bespoke premises. Retaining such companies and associated jobs in Kirklees should be a principle objective. Two example of this are:

- (i) The relocation of Waddington and Ledge from Kirklees to Calderdale's Lowfields Business Park due to their requirement for modern and bespoke premises resulted in the loss of jobs and business retention in Kirklees.
- (ii) The relocation of Carrington Wire from Pellon Lane to Lowfield Business Park – both sites in Halifax retaining both industry and employment within Calderdale.

This should be reflected in the Emerging LDF Core Strategy. It is difficult to see how such sites can be retained or delivered in traditional employment areas in particular and therefore where larger occupiers leave employment locations for these reasons, it is likely that redevelopment for alternative uses should be a realistic consideration.

7.33 The need to create new locations for occupiers, potentially on greenfield and even Green Belt sites (as is further discussed below) is critical in terms of retaining existing jobs within Kirklees. This is because major occupiers currently within the district whose premises are unsuitable may have historic ties to the area which makes them reluctant to relocate but business pressures may ultimately force a move away from the district if suitable accommodation is not catered for locally. Increasing legislative pressures (particularly as a result of the Disability Discrimination Act 1995 and various health and safety legislation) means that maintenance and modernisation costs of existing sites may be unrealistically high and adversely affecting the viability of long established businesses. This is particularly acute given the current global economic position.

iii) Employment Sites in Green Belt

7.34 Where the product in this locality is poor alternative uses should be considered albeit, having regard to restrictive Green Belt policies. If location is good and facilities exist redevelopment is possible but probably seen as risky on a speculative basis. Therefore it is necessary to review these on a site by site basis to consider potential de-allocation or conversion to housing. There may also be a need to turn housing allocations into employment opportunities elsewhere in the District. Additional Greenfield and Green Belt land may need to be brought forward (see occupational criteria needs set out at Section 2 above).

7.35 A key example locally which has been very successful in terms of providing for land for operators at new locations is Calderdales Lowfields Business Park.

iv) Fringe Town Centre Sites

- 7.36 Unless Kirklees MC can design policy which clears areas and provides sites large enough to encourage new development to take place it is unlikely that they will be viable or attractive for a developer to achieve a comprehensive redevelopment initiative.
- 7.37 There will be a requirement to work with the Highways Agency to address motorway capacity implications.

C. Strategic Recommendations

i) Urban Regeneration Companies

- 7.38 Due to the nature of the areas requiring regeneration in Kirklees, the setting up of an Urban Regeneration Company (URC) may provide the ideal mechanism via which to deliver the comprehensive regeneration of the more complex derelict and declining areas of the towns within the study area, particularly those in the river corridors. Knight Frank's report referenced in Para 2.2 sets out the value that URCs can attribute to employment growth initiatives.
- 7.39 If it is considered that an URC provides a good solution to the delivery of regeneration, then some of the key elements of this criteria state that URCs should:
- Contribute to regional and local priorities
 - Combine the development opportunities with clear social and economic needs of the area
 - Contain a clear explanation of the justification for this form of delivery over others and how it will add value/address deficiencies in other regeneration activities
 - Show a clear commitment of partners, particularly the RDA and Local Authority
 - Have support from across a broad spectrum of interests and demonstrate how local involvement is to be secured and maintained
 - Show how the URC will operate in relation to other partnerships and initiatives with regeneration/development objectives
 - Have the resources/commitment and quality of individuals to develop and deliver its strategy
 - Have delivery arrangements and systems in place

ii) Council as landowner

7.40 The Council could use its position as landowner to bring its own (and adjoining) sites forward for development. Early liaison with other landowners, particularly where their site can form part of a major regeneration site should be prioritised. Land assembly can prove time consuming and costly and therefore it is crucial to start this process as early as possible. Most landowners will be responsive as the process unlocks potential value for them.

iii) Enabling occupier

7.41 The Council (and other public sector bodies) could use its position as an enabling occupier to be a catalyst in driving forward certain markets. The public sector is a significant occupier of space across the study area but particularly of office space and particularly in the town centres.

iv) Provide the framework

7.42 The Council could help to provide the framework for development through Area Action Plans or Masterplans. These are particularly useful to pull together complex sites when considering significant scales of allocations or the suggested Business Quarter where there are multi-ownership sites both in and out of town and are an important tool in regeneration. They ensure that the requirements of different markets are met together with wider community needs, sustainability factors and strategic planning aims.

v) Flexible planning regime

7.43 A flexible planning regime assists the private sector in bringing forward their own sites. Planning process is often cited by developers nationally as one of the greatest constraints to development. We recommend that Kirklees aims to adopt a flexible approach wherever possible so that they offer a more favourable environment than competing locations.

vi) Ease the funding burden

7.44 Developers often find the application process for funding highly complex and time consuming. Where there are funding opportunities in the study area, the Council can provide support and assistance with this and this should be more widely promoted particularly as many of Kirklees MC's competitors do not offer this service.

vii) Promote the product and raise the profile

7.45 It is crucial that Kirklees is promoted as a product or entity and that its profile is significantly raised by marketing and providing a strong brand. The Leeds City Region and The Northern Way initiative provides a good opportunity for Kirklees as a whole to capitalise on its strategic location.

viii) Protect car parking in the town centre

7.46 In the town centres the Council should seek to protect car parking to assist in bringing forward the development of the office markets in the town centres and promoting town centre vitality. Existing supply is good but should not be compromised in the future in an attempt to gain 'early wins' in town centre regeneration by developing on the car parks.

7.47 Experience from other towns, particularly Leeds has shown that the car parks should remain until regeneration is well underway and the economy is buoyant enough to support other modes of public transport. In the short term, car parking is a vital asset to attract occupiers and investors. In the longer term the town centre car parks may provide important development land once a critical mass of town centre office and residential development has been achieved.

ix) Infrastructure and Environmental improvements

7.48 Access and environment are key factors influencing occupier demand and the Council is in a key position as either direct developer or through the planning regime to secure improvements.

Appendix 1

1A – Huddersfield North Site at Leeds Road

Site 6/E/5

<p>1. The Site</p>	<p>Site 6/E/5 – Land off A62 Leeds Road and St Michael’s Road, Huddersfield – HUDDERSFIELD SOUTH</p> <p>Character Area A</p>
<p>2. General Characteristics</p>	<p>The site comprises an extensive area of land to the north east of Huddersfield Town Centre. The total site area extends to some 52.9 ha (130.7 acres) and forms an elongated ribbon band of development which includes land to the east and west of St Andrew’s Road (B6432) with the northern section of the site lying to the north eastern side of the Leeds Road (A62).</p> <p>Given the extensive size of the site identified the site analysis has been broken down into a number of character areas which have been defined either by physical constraints on the site such as roads, watercourses, etc or where there is a clear congregation of similar type uses.</p> <p>Area A is sited to the east of St Andrew’s Road with its western boundary defined by the line of the River Colne. The primary access to the site is via Silver Street from the Wakefield Road (A629) to the south. A significant part of the area is occupied by major employers Ellis Furniture and those on the Shaw Park Industrial. It is therefore characterised by a reasonable content of modern, fully let industrial/office premises. This is interspersed with some smaller scale historic premises</p>
<p>3. Character of Buildings</p>	<p>Generally the area comprises modern, fully let industrial/office premises. Ellis Furniture Warehousing is a significant employer and comprises relatively modern purpose built warehousing. Shaw Park Industrial Estate comprises a range of modern purpose built small scale offices and workshops. Some of the older buildings have also been retained as part of the park and have been refurbished for employment use. Outside these two sites there are some smaller scale units including an electrical trade warehouse off Ivy Street. There are also a number of Victorian terrace residential properties.</p>
<p>4. Uses</p>	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Large scale storage/warehousing/distribution; • Purpose built office/workshop parks; • Smaller scale single storey industrial units; • Some residential use.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The area benefits from relatively close access to the M62 at Junction 24.</p> <p>Accessibility</p>

1A – Huddersfield North Site at Leeds Road

	<p>Accessibility to the area is relatively good with most sites well served via the Leeds Road (A62) and St Andrew’s Road (B6432).</p> <p>In terms of public transport accessibility the area is just over 0.5 miles from Huddersfield train station and approximately a mile from the coach station. Bus services run along St Andrews Road (202, 358, 231, 81, 229, 80) to Huddersfield every few minutes during the day.</p> <p>Topography</p> <p>There are limited physical constraints and the general topography of the area is flat. The River Colne immediately to the west of the area does prohibit to a degree comprehensive development beyond this point.</p> <p>Ownership</p> <p>The area seems to be occupied by a significant number of individual landowners. Also there are some major undeveloped landholdings and comprehensive redevelopment of the area could only be achieved with significant outside investment and potentially CPO Procedure Orders being sought.</p> <p>Land assembly is therefore likely to be a complex issue here.</p> <p>Image</p> <p>Given the straight north/south orientation off St Andrew’s Road there is the opportunity to create a clear employment corridor that has relatively good access via the motorway and “A” road network without drawing heavy traffic through the central Huddersfield area. However this area is located to the south eastern extreme of 6/E/5 and would not have prominent main road frontage.</p> <p>Opportunities</p> <p>Given the larger sites are currently occupied by modern day purpose built occupiers future comprehensive development for modern day employment purposes may be frustrated.</p>
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1B – Huddersfield North Site at Leeds Road

Site 6/E/5

<p>1. The Site</p>	<p>Site 6/E/5 – Land off A62 Leeds Road and St Michael’s Road, Huddersfield - HUDDERSFIELD SOUTH</p> <p>Character Area B</p>
<p>2. General Characteristics</p>	<p>The site comprises an extensive area of land to the north east of Huddersfield Town Centre. The total site area extends to some 52.9 ha (130.7 acres) and forms an elongated ribbon band of development which includes land to the east and west of St Andrew’s Road (B6432) with the northern section of the site lying to the north eastern side of the Leeds Road (A62).</p> <p>Given the extensive size of the site identified the site analysis has been broken down into a number of character areas which have been defined either by physical constraints on the site such as roads, watercourses, etc or where there is a clear congregation of similar type uses.</p> <p>Area B lies between St Andrew’s Road to the west and the River Colne to the east. The area comprises a range of heavy engineering and other industrial uses in modern storage/warehouse/distribution units, some small scale single storey industrial units and some older Victorian industrial buildings housing a range of uses.</p>
<p>3. Character of Buildings</p>	<p>The general character of the buildings in this area is a mixture of substantial buildings in heavy engineering use, single storey sheds and workshops comprising some modern, some historic, some refurbished buildings.</p>
<p>4. Uses</p>	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Heavy manufacturing; • Large scale storage/warehousing/distribution; • Smaller scale single storey industrial sheds; • Vehicle repairs; • Double Glazing sales • Craft Suppliers • Housing Office
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The area benefits from relatively close access to the M62 at Junction 24.</p> <p>Accessibility</p> <p>Accessibility to the area is relatively good with most sites well served via the Leeds Road (A62) and St Andrew’s Road (B6432).</p>

1B – Huddersfield North Site at Leeds Road

	<p>In terms of public transport accessibility the area is just over 0.5 miles from Huddersfield train station and approximately a mile from the coach station. Bus services run along St Andrews Road (202, 358, 231, 81, 229, 80) to Huddersfield every few minutes during the day.</p> <p>Topography</p> <p>In terms of physical constraints the site topography is fairly flat.</p> <p>Ownership</p> <p>The area has some large scale occupiers and there are a significant number of individual landowners. Comprehensive redevelopment of the area could only be achieved with significant outside investment and potentially CPO Procedure Orders being sought. Land assembly is therefore likely to be a complex issue here.</p> <p>Image</p> <p>Given the straight north/south orientation off St Andrew's Road there is the opportunity to create a clear employment corridor that has relatively good access via the motorway and "A" road network without drawing heavy traffic through the central Huddersfield area. This area could form the southern extreme of that corridor.</p> <p>Opportunities</p> <p>Limited redevelopment opportunities appear to be available. Many of the sites / buildings in the area are not particularly attractive or suitable for modern day business use but nevertheless are likely to operate for a number of years to come.</p> <p>Some restricted localised access and servicing eg Tunbridge Road is unadopted with no vehicular turning head and it also has a sub-standard carriageway surface</p>
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1C – Huddersfield North Site at Leeds Road

Site 6/E/5

<p>1. The Site</p>	<p>Site 6/E/5 – Land off A62 Leeds Road and St Michael’s Road, Huddersfield – HUDDERSFIELD SOUTH</p> <p>Character Area C</p>
<p>2. General Characteristics</p>	<p>The site comprises an extensive area of land to the north east of Huddersfield Town Centre. The total site area extends to some 52.9 ha (130.7 acres) and forms an elongated ribbon band of development which includes land to the east and west of St Andrew’s Road (B6432) with the northern section of the site lying to the north eastern side of the Leeds Road (A62).</p> <p>Given the extensive size of the site identified the site analysis has been broken down into a number of character areas which have been defined either by physical constraints on the site such as roads, watercourses, etc or where there is a clear congregation of similar type uses.</p> <p>Area C is a significant area of land lying both sides of St Andrew’s Road and extending northwards towards the Gas Holder site. Significant employment complexes include Holset Engineering and Turbo Technologies. Immediately to the north of Turbo and south off Stadium Way is a car rentals site. North of Turbo Technologies and south of the Gas Holder site on the west side of St Andrew’s Road is a cleared site which is currently being marketed.</p>
<p>3. Character of Buildings</p>	<p>Significant large scale employment complexes include Holset Engineering and Turbo Technologies.</p>
<p>4. Uses</p>	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Heavy manufacturing uses; • Vehicle hire • Cleared development site
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The area benefits from relatively close access to the M62 at Junction 24.</p> <p>Accessibility</p> <p>Accessibility to the area is relatively good with most sites well served via the Leeds Road (A62) and St Andrew’s Road (B6432).</p> <p>Topography</p> <p>In terms of physical constraints again the site topography is relatively flat with sites being accessible directly from St Andrew’s Road.</p>

1C – Huddersfield North Site at Leeds Road

	<p>In terms of public transport accessibility the area is just over 0.5 miles from Huddersfield train station and approximately a mile from the coach station. Bus services run along St Andrews Road (202, 358, 231, 81, 229, 80) to Huddersfield every few minutes during the day.</p> <p>Ownership</p> <p>Two major landholdings are the key to the comprehensive redevelopment of the area. The cleared site south of the gas holder represents a significant single holding.</p> <p>Image</p> <p>Given the straight north/south orientation off St Andrew’s Road there is the opportunity to create a clear employment corridor that has relatively good access via the motorway and “A” road network without drawing heavy traffic through the central Huddersfield area. This area has prominent road frontage.</p> <p>Opportunities</p> <p>Given the established heavy manufacturing base of the two significant employment sites in the area there is limited opportunity in terms of meeting future aspirations for employment growth within Kirklees.</p> <p>Main development opportunity is the gas holder site which could link to create a strong employment presence on the road corridor with the existing users.</p>
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1D – Huddersfield North Site at Leeds Road

Site 6/E/5

<p>1. The Site</p>	<p>Site 6/E/5 – Land off A62 Leeds Road and St Michael’s Road, Huddersfield – HUDDERSFIELD SOUTH</p> <p>Character Area D</p>
<p>2. General Characteristics</p>	<p>The site comprises an extensive area of land to the north east of Huddersfield Town Centre. The total site area extends to some 52.9 ha (130.7 acres) and forms an elongated ribbon band of development which includes land to the east and west of St Andrew’s Road (B6432) with the northern section of the site lying to the north eastern side of the Leeds Road (A62).</p> <p>Given the extensive size of the site identified the site analysis has been broken down into a number of character areas which have been defined either by physical constraints on the site such as roads, watercourses, etc or where there is a clear congregation of similar type uses.</p> <p>Area D extends either side of St Andrew’s Road and stretches north from the Gas Holder site encompassing two major car sales including Polar Ford and Skoda. To the north of Polar Ford is a self storage modern warehouse unit. On the west side of St Andrew’s Street north of Skoda is a relatively modern office/industrial complex occupied by the FMG Group. To the immediate north is a multi-storey stone built Victorian industrial premise running into a single storey north light industrial building. The general character of this site is older and run down in appearance with poor quality accommodation. On the opposite side of the road and to the north of Stadium Way uses include a Jewson trade warehouse and immediately to the north of this is a row of residential townhouses.</p>
<p>3. Character of Buildings</p>	<p>Area characterised by a mix of modern industrial / office buildings, modern car sales buildings and some historic Victorian industrial buildings located off St Michaels Road.</p>
<p>4. Uses</p>	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Office / Industrial • Car sales sites • Small scale industrial in historic Victorian buildings. • Trade Warehouse • Residential
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The area benefits from relatively close access to the M62 at Junction 24.</p> <p>Accessibility</p> <p>Accessibility to the area is relatively good with most sites well served via</p>

1D – Huddersfield North Site at Leeds Road

	<p>the Leeds Road (A62) and St Andrew's Road (B6432).</p> <p>In terms of public transport accessibility the area is just over 0.5 miles from Huddersfield train station and approximately a mile from the coach station. Bus services run along St Andrews Road (202, 358, 231, 81, 229, 80) to Huddersfield every few minutes during the day.</p> <p>Topography</p> <p>In terms of physical constraints again the topography of the area is fairly flat and therefore would not inhibit future redevelopment opportunities.</p> <p>Ownership</p> <p>A number of individual landowners in the area coupled with some major landholdings. Comprehensive redevelopment of the area could only be achieved with significant outside investment and potentially CPO Procedure Orders being sought.</p> <p>Image</p> <p>Given the straight north/south orientation off St Andrew's Road there is the opportunity to create a clear employment corridor that has relatively good access via the motorway and "A" road network without drawing heavy traffic through the central Huddersfield area. This area has prominent road frontage.</p> <p>Opportunities</p> <p>Opportunities limited due the mix of modern industrial / office and modern car sales buildings. The potential redevelopment of the older Victorian Buildings may also limited due to their nature and potential historic value.</p>
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1E – Huddersfield North Site at Leeds Road

Site 6/E/5

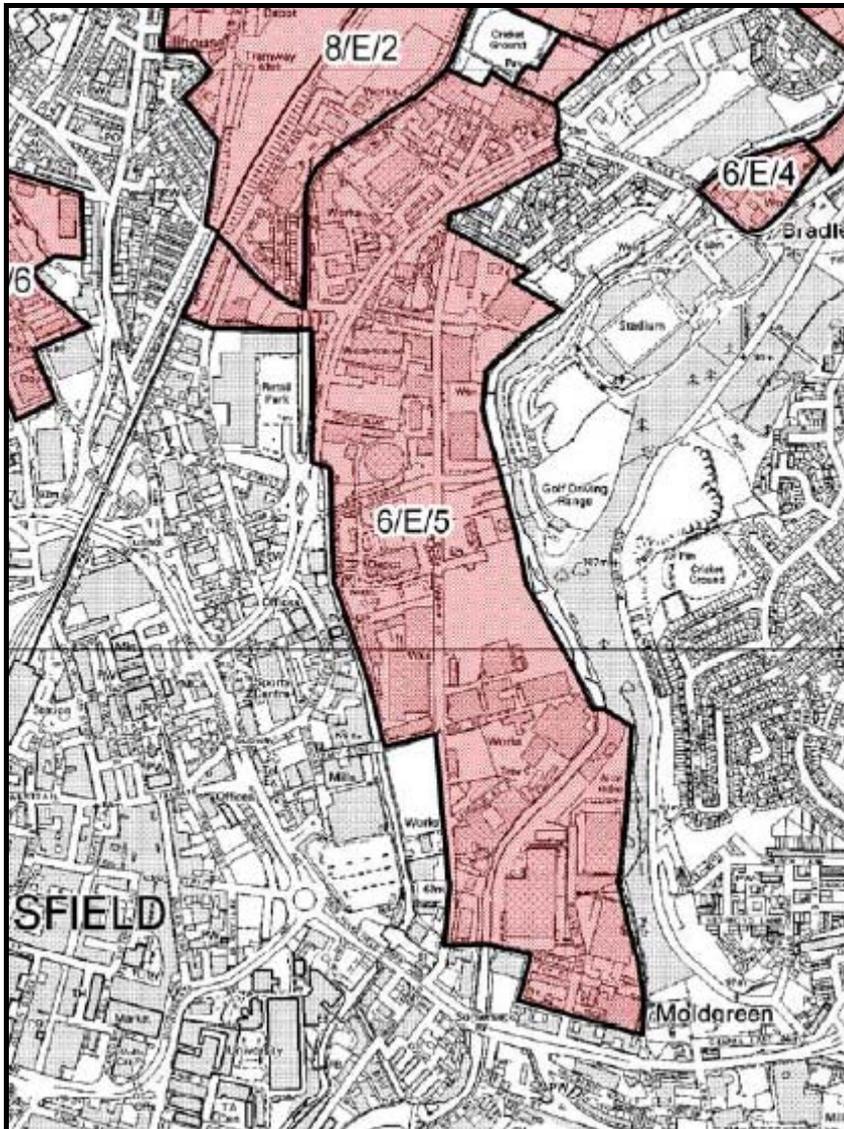
<p>1. The Site</p>	<p>Site 6/E/5 – Land off A62 Leeds Road and St Michael’s Road, Huddersfield – HUDDERSFIELD SOUTH</p> <p>Character Area E</p>
<p>2. General Characteristics</p>	<p>The site comprises an extensive area of land to the north east of Huddersfield Town Centre. The total site area extends to some 52.9 ha (130.7 acres) and forms an elongated ribbon band of development which includes land to the east and west of St Andrew’s Road (B6432) with the northern section of the site lying to the north eastern side of the Leeds Road (A62).</p> <p>Given the extensive size of the site identified the site analysis has been broken down into a number of character areas which have been defined either by physical constraints on the site such as roads, watercourses, etc or where there is a clear congregation of similar type uses.</p> <p>Area E lies predominantly to the north east of the A62 Leeds Road. The former Robinson Chemical Work site to the west has recently been sold for redevelopment by GMI and is located off Hillhouse Lane. Demolition of this site is currently taking place. Roadside uses include ATS Euromaster, and office accommodation for Jewson. The area is mixed in character including Victorian residential terraces behind which are a number of older traditional industrial buildings. Other uses include Honley Skip Hire Waste and Transfer Station at the end of Bar Street.</p>
<p>3. Character of Buildings</p>	<p>The area is generally quite vibrant although a number of buildings are in a poor state of repair. Access is restricted and via narrow streets. Car parking provision is insufficient making movements for large vehicles very difficult in the area.</p>
<p>4. Uses</p>	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Office / Industrial • Skip Hire / Waste Transfer • Small scale industrial • Residential
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The area benefits from relatively close access to the M62 at Junction 24.</p> <p>Accessibility</p> <p>Accessibility to the area is relatively good with most sites well served via the Leeds Road (A62).</p>

1E – Huddersfield North Site at Leeds Road

	<p>In terms of public transport accessibility the area is just over 0.5 miles from Huddersfield train station and approximately a mile from the coach station. Bus services run along St Andrews Road (202, 358, 231, 81, 229, 80) to Huddersfield every few minutes during the day.</p> <p>Topography</p> <p>In terms of physical constraints again the topography of the area is fairly.</p> <p>Ownership</p> <p>Multiple occupancy meaning that comprehensive redevelopment of the area could only be achieved with significant outside investment and potentially CPO Procedure Orders being sought.</p> <p>Image</p> <p>Given the straight north/south orientation off St Andrew’s Road there is the opportunity to create a clear employment corridor that has relatively good access via the motorway and “A” road network without drawing heavy traffic through the central Huddersfield area. The area may form part of the northern extreme of that corridor but given the multiple occupancy, variety in quality of buildings, restrictions on vehicular access and servicing etc the current image is poor.</p> <p>Opportunities</p> <p>Whilst long term potential exists for redevelopment this is likely to be on a piece-meal basis due to the multiple occupancy, restrictions on vehicular access and servicing, and the existence of a number of residential properties.</p>
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1E – Huddersfield North Site at Leeds Road

Ref: 6/E/5 - Huddersfield South Site at Leeds Road



Traditional Urban Industrial Site

Characteristics:

1. mix of older multi-storey industrial accommodation which is relatively large in scale
2. older single storey accommodation.
3. more recent single storey pre-1980s industrial properties,

2 – Huddersfield South Site at Albert Street, Lockwood

Site 7/E/2

1. The Site	7/E/2, Albert Street/Lockwood Road, Lockwood – HUDDERSFIELD SOUTH
2. General Characteristics	<p>This area lies to the immediate south of Huddersfield Town Centre and extends to circa 17 hectares. The area identified by Kirklees Metropolitan Council is a band of development running south west from the River Colne to Lockwood Scar, and west from Lockwood Road to the rear of property on the eastern banks of the River Colne.</p> <p>The overall character of the area is predominantly trade with small scale quasi-industrial uses and a some retail. Convenience retailers and community facilities lie close to the junction with Lockwood Scar. There are a limited number of modern premises with the majority being converted mills or smaller scale older premises.</p> <p>A site plan is attached indicating the full extent of this area.</p>
3. Character of Buildings	<p>The buildings within this area range in size from predominantly two storey premises along Lockwood Road to much larger converted mill buildings of between four and seven storeys along the eastern side of Albert Street. The western side of Albert Street has a number of poorer quality single storey industrial premises.</p> <p>With the exception of the much older mill buildings, most of the properties in the area date from the 1950s and 1960s. There are very few more modern premises.</p> <p>The area is dominated by trade type uses with a smaller number of retail and quasi-industrial occupiers. It is notable that there are a larger number of national occupiers here than at many of the other identified employment zones, which is arguably because of the proximity to Huddersfield Town Centre to the north.</p> <p>Along the Lockwood Road frontage the majority of units appear to be occupied and trading relatively well with limited scope for redevelopment here. However, Albert Street appears to have had little investment and consequentially has higher vacancy rates.</p>
4. Uses	<p>The area comprises a range of uses including:</p> <ul style="list-style-type: none">• Interior Retailer Swifts• The Staples Group• Kwik Fit centre• BP filling station with a Cooperative shop• Speedy Hire Centre• Residential property – two storey semi-detached premises• KD Decorative, Animation and Visual Presentation Specialists in converted mill

2 – Huddersfield South Site at Albert Street, Lockwood

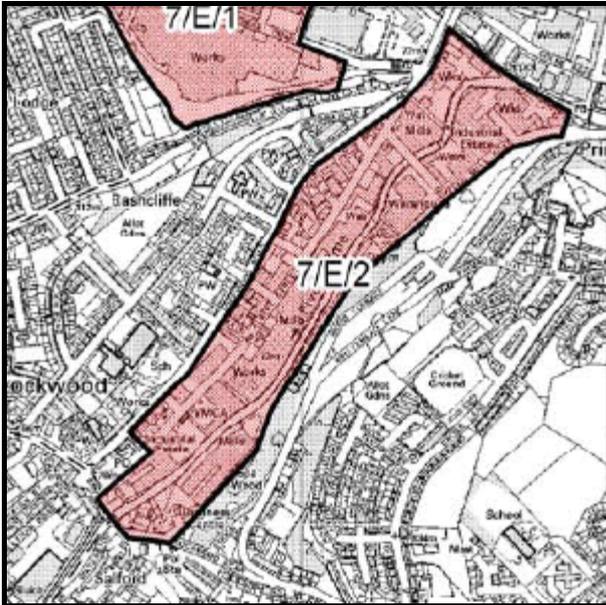
	<ul style="list-style-type: none"> • Christian African Relief Trust • Fred Shaw & Co sheet metal fabrication • Regent Print • Catering Equipment Company • Several vacant portal frame 1960's units • Public houses including The Star Inn • Suzuki garage dealership • Electrical sub station. • Plumbase heating supplies • Trade and warehousing along the Lockwood Road frontage • Autoglass • Magnet Kitchen showroom • AGC Tools & Fixings • Deluxe Beds Ltd • The Car Handwash Centre • Small number of interior design shops in two storey traditional stone buildings • Lockwood Dental Practice • Post Office
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>There is no direct motorway access to this area. However, it does benefit from its close proximity to Huddersfield town centre which may be a factor for several of the occupiers here. It is noticeable that there is a substantial amount of employment in this area and that there are several national businesses with premises here. There is, however, very limited new development and most companies are based within older refurbished premises, which do have constraints for most modern occupiers in terms of their layout, scale, eaves height, maintenance issues etc.</p> <p>Accessibility</p> <p>Despite the area's lack of motorway access, it does lie along the Lockwood Road corridor (A616) which is a key thoroughfare into Huddersfield with direct links to Manchester and Sheffield.</p> <p>In terms of public transport accessibility, the area lies close to Lockwood Railway Station (0.25 km to the west) and to Huddersfield Railway Station (1.1 km to the north). It also lies along a key bus corridor with three separate services operating at very frequent intervals (less than 10 minutes apart).</p> <p>Topography</p> <p>The topography here is relatively flat and would not in itself restrict future development.</p>

2 – Huddersfield South Site at Albert Street, Lockwood

	<p>Ownership</p> <p>There are a substantial number of different occupiers in the Lockwood centre with a similarly high number of landowners. This would present a significant constraint if redevelopment were a viable opportunity.</p> <p>Image</p> <p>The Lockwood Centre is relatively vibrant with the majority of units being occupied and low vacancy rates for both retail and industrial/commercial facilities.</p> <p>Opportunities</p> <p>It is likely that the Lockwood Road frontage would remain in a similar form in the future as it appears to be a healthy and vibrant area. However, additional investment is required along Albert Street where some smaller scale redevelopment may be possible where mills have been demolished.</p> <p>There is some limited potential for small scale office development here, perhaps for local creative industries. However, it is likely that the majority of occupiers will be drawn to sites closer into Huddersfield Town Centre or immediately adjoining the Huddersfield Ring Road.</p>
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2 – Huddersfield South Site at Albert Street, Lockwood

Ref: 7/E/2 – Huddersfield South Site at Albert Street, Lockwood



Traditional Urban Industrial Site

Characteristics:

1. *mix of older multi-storey industrial accommodation which is relatively large in scale*
2. *older single storey accommodation.*
3. *more recent single storey pre-1980s industrial properties,*

3 – Spen Site Close to Junction 26 of the M62 Motorway

Sites 16/E/1 and 16/E/2

1. The Site	16/E/1 and 16/E/2 – Spen site close to Junction 26, M62 motorway – SPEN VALLEY
2. General Characteristics	<p>The allocated area lies south of Junction 26 of the M62 motorway with 16/E/1 forming an elongated ribbon band of development extending to approx 35.4 ha (87.5 acres), bound to the north by the M62 and to the west by Bradford Road leading to Cleckheaton Town Centre. 16/E1 is dissected in an east-west direction by the A58 Whitehall Road and Hunsworth Lane.</p> <p>16/E/2 lies west of Bradford Road and is irregular in shape being bound to the west by the dismantled Cleckheaton Oakenshaw railway line and extends to approximately 9.3 ha (22.9 acres).</p> <p>A site plan is attached indicating the full extent of the areas.</p>
3. Character of Buildings	<p>16/E/1. Much of this allocation comprises modern/new high quality industrial and office units. The most southerly area of this allocation is much more traditional in character being a mix of multi storey industrial properties interspersed with Victorian stone built housing and some new build.</p> <p>The majority of allocation 16/E/1 both immediately north and south of Whitehall Road and Hunsworth Lane has been extensively developed in the last 10-15 years and significant investment has taken place in this area. Some older industrial premises, although still primarily single storey, are being broken up into smaller industrial and office units seeking to attract occupiers at the cheaper end of the market.</p> <p>16/E/2 comprises a mix of largely traditional heavy industrial uses, older Victorian housing and new brownfield residential development. Little or no investment has taken place for employment uses.</p>
4. Uses	<p>The area generally comprises the following uses:-</p> <ul style="list-style-type: none"> ▪ Modern warehouse/light manufacturing uses; ▪ Purpose built office units; ▪ Larger scale storage/warehouse/distribution units; ▪ Car Sales and Vehicle Repairs; ▪ Residential use including new developments; ▪ Larger scale industrial premises broken down into smaller units.
5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone	<p>Location</p> <p>This is a first class employment location immediately adjacent Junction 26 of the M62 with two main arterial roads, the A58 and A638 serving the sites.</p>

3 – Spen Site Close to Junction 26 of the M62 Motorway

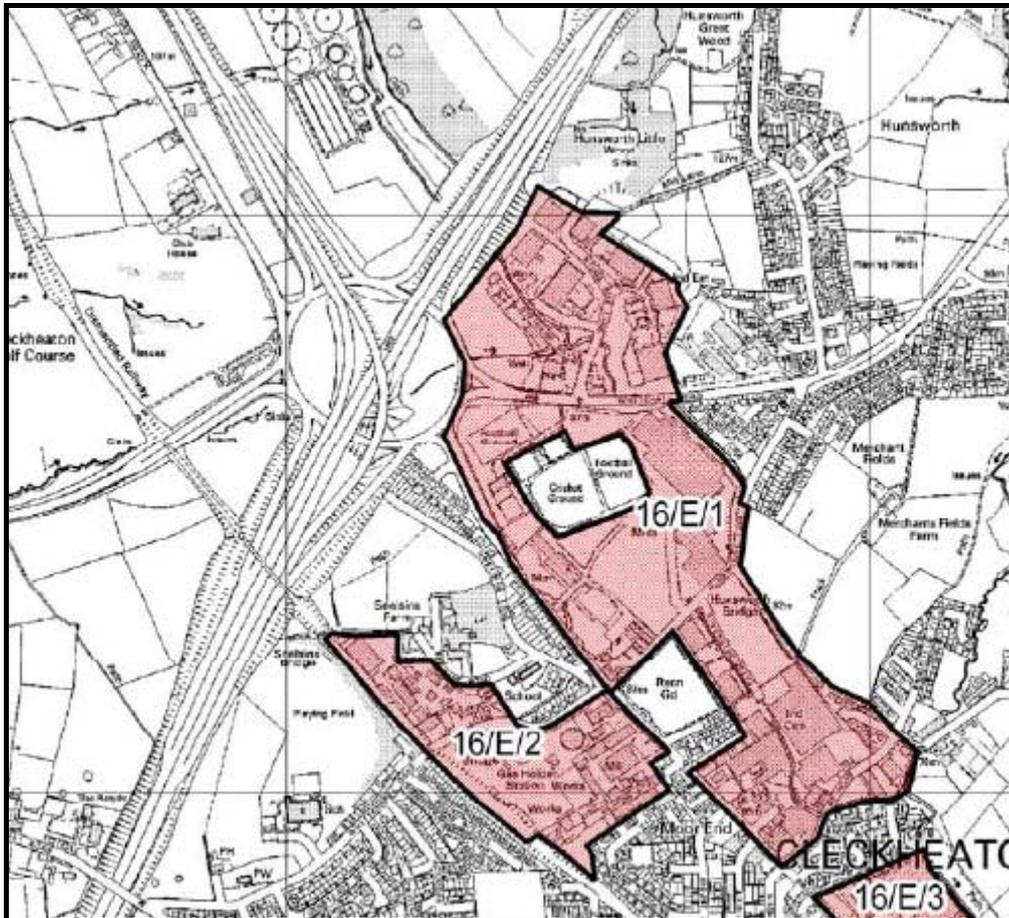
	<p>Accessibility</p> <p>As stated above access from the M62 via the A58 and A638 into the allocations is first class. This is a key transport corridor for Bradford – Cleckheaton traffic and east/west along the M62. Well served by buses, Cleckheaton does not have a railway station.</p> <p>Topography</p> <p>The area immediately north of Whitehall Road is the former Hunsworth Dye Works and the site rises quite steeply from south to north and a number of development plateaux have been created with the additional constraint of Hunsworth Beck influencing design. Much of the remaining allocation (16/E/1) is largely flat and has allowed comprehensive redevelopment.</p> <p>16/E/2 rises from east to west and is likely to inhibit comprehensive development although sub-areas would not be greatly affected.</p> <p>Ownership</p> <p>Wholesale redevelopment has already taken place within substantial areas of 16/E/1 for industrial/office use and 16/E/2 for brownfield residential use. Although some opportunities for development still exist (see below) highway and topographical constraints coupled with a significant number of individual landowners would make land assembly within 16/E/2 difficult.</p> <p>Image</p> <p>The area has attracted significant inward investment and has become a successful mixed use destination offering a range of quality office and industrial accommodation.</p> <p>Opportunities</p> <p>Some development plots are still available within Wilson Bowden/ASDA's Access 26 scheme which fronts both Whitehall Road and Bradford Road abutting Junction 26. In the middle of the site is protected open space used by Cleckheaton Rugby Union and Cricket Clubs together with 2 bowling greens. Beyond Hunsworth Lane, east and west of Riverside Drive new industrial/warehouse development has also been undertaken, but little development land remains available within 16/E/1 to meet any expansion within the Kirklees economy. Within 16/E/2 former industrial land holdings are now the subject of brownfield residential redevelopment off Whitechapel Road where Portford Homes (Spenwell Grange) and Persimmon (Whitechapel Gardens) are on site. To the south of Whitechapel Road lies a gas holder station which offers some scope for redevelopment should the holder become redundant.</p> <p>The majority of industrial uses within 16/E/2 are centred around Heaton Street in older style accommodation and there does not appear to be any</p>
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3 – Spen Site Close to Junction 26 of the M62 Motorway

	<p>significant area of land capable of redevelopment with physical constraints of topography and multiple ownership proving difficult. Accessibility is poor with Heaton Street both narrow and in need of repair.</p> <p>Areas within 16/E/1 are an appropriate location for B1 out of town offices as shown by the units already constructed on Access 26 and West 26. Subject to occupier demand further space could be built.</p>
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3 – Spen Site Close to Junction 26 of the M62 Motorway

Ref: 16/E/1 & 16/E/2 – Spen Site Close to Junction 26 of M62 Motorway



Sites Adjacent to the Motorway

Characteristics:

1. much modern high quality industrial and office development

4 – Batley/Heckmondwike Site, Bradford Road

Site12/E/2

<p>1. The Site</p>	<p>12/E/2, Land off Bradford Road, Batley – BATLEY, BIRSTALL AND BIRKENSHAW</p>
<p>2. General Characteristics</p>	<p>This zoned area lies partly within Batley Town Centre and runs south away from Batley towards Dewsbury down Bradford Road. The total site area extends to circa 20 ha. The area identified by Kirklees Metropolitan Council is an elongated ribbon form which includes uses to the east and west of Bradford Road and on a small number of roads leading off from this area.</p> <p>The overall character of the area is typified by a shortage of modern premises for most uses. There do not appear to be any new forms of development for industrial or office use in the whole area. This would be indicative of a lack of investment here in recent times. However, there does seem to be a thriving range of much smaller businesses which seem to trade adequately from relatively constrained sites.</p> <p>A site plan is attached indicating the full extent of this area.</p>
<p>3. Character of Buildings</p>	<p>The majority of buildings within this area are high single or two storey. Where buildings are taller these tend to be converted mills. Few of the buildings are modern. A significant number of industrial parks and warehouses units have been converted to provide premises to let for office or small scale industrial work uses. The area is densely built up with little or no land available for development.</p> <p>There are also a significant number of Victorian houses included within this area and a modern 4 to 5 storey development at the south western end of the zoned area.</p>
<p>4. Uses</p>	<p>The area comprises a range of uses including:</p> <ul style="list-style-type: none"> • Restaurant – modern Indian & Pizza • Terrace housing – predominantly Victorian • Residential mill conversion – appears to be fairly recent (close to Dewsbury boundary) • Retail – furniture/clothing • Mixture of national multiples and local occupiers • Leisure uses – Yorkshire Motor Museum, The Frontier Club. • Domestic recycling centre • Community uses including schools and Madressa • Catering company • Number of small manufacturing premises

4 – Batley/Heckmondwike Site, Bradford Road

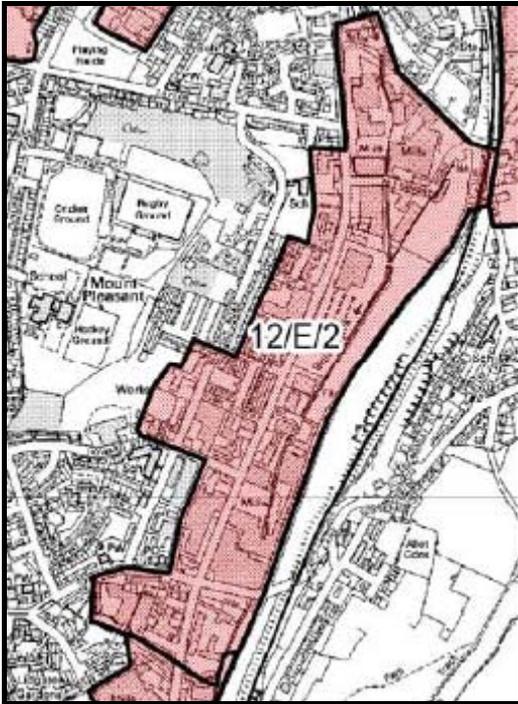
5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone	<p>The area suffers from a considerable number of constraints in terms of opportunities for wholesale redevelopment of the area in the near future. Its specific characteristics are as follows:-</p> <p>Location</p> <p>The site lies between Batley and Dewsbury along a key road corridor. It is situated in the north eastern area of Kirklees where there are a significant number of converted mill buildings and smaller associated uses.</p> <p>Accessibility</p> <p>Bradford Road is a key arterial route through the area and carries a significant amount of traffic. However, the road is narrow in places and does not seem to be suitable to serve heavier vehicles associated with industrial activity. Further advice should be sought from the Council in order to understand the potential for highway improvements that could be achieved if the area is to be promoted for enhanced employment provision.</p> <p>There is no direct motorway access to the area which is a key attraction for many modern employment type uses including business parks and industrial uses.</p> <p>The area has good public transport access as it lies immediately to the west of Batley Railway Station and is served by buses to Leeds (approximately every 30 minutes) and to Huddersfield (approximately every 50 minutes).</p> <p>Topography</p> <p>The zone has a limited amount of flat land and slopes away slightly towards the east of Bradford Road and rises steeply to the west of Bradford Road. It is considered that this may inhibit comprehensive development of large areas although would not significantly constrain redevelopment in phases.</p> <p>Ownership</p> <p>The area appears to be occupied by a significant number of individual landowners. It is difficult to see how wholesale redevelopment could be achieved without significant outside investment or CPO procedures.</p> <p>Image</p> <p>As is the case with many areas of North Kirklees, Batley suffers from a poor image in terms of economic success which is necessary to attract inward investment. Further planning will be required to promote the area as a successful destination for new business occupiers.</p>
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4 – Batley/Heckmondwike Site, Bradford Road

	<p>Opportunities</p> <p>In terms of opportunities, the area does benefit from a vibrant range of small businesses which appear to be trading well from this location in less than ideal accommodation. Further, the area is situated at the edge of Batley Town Centre and therefore highly sustainable in planning terms. Batley Railway Station lies close to the northern edge of the zone. Whilst the area is likely to be unsuitable for large new developments, and should not be identified as major employment area, it does offer an ideal opportunity for relatively cheap accommodation for local and small businesses and new start up firms.</p>
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4 – Batley/Heckmondwike Site, Bradford Road

Ref: 12/E/2 – Batley/Heckmondwike Site, Bradford Road



Traditional Urban Industrial Site

Characteristics:

1. *mix of older multi-storey industrial accommodation which is relatively large in scale*
2. *older single storey accommodation.*
3. *more recent single storey pre-1980s industrial properties,*

5 Dewsbury/Mirfield Site, Savile Town, South Dewsbury

Site 1/E/3

1. The Site	1/E/3 Land at Mill Street East & north of Lock Street, Dewsbury – DEWBURY & MIRFIELD
2. General Characteristics	<p>The site has been identified as lying in an irregular shape between the River Calder to the north and east to the rear of properties on Scarborough Street and Headfield Road to the west and as far south as Box Street (including a small number of buildings to the southwest of this).</p> <p>A site plan is attached which indicates the full extent of this area.</p> <p>The dominant land uses within this area are industrial ranging from older mill premises to the northern extent of the site to more modern 1980's and more recent units to the southern area of the site.</p>
3. Character of Buildings	<p>The properties on either side of Mill Street East towards the northern area of the site are predominantly older converted mill premises (circa four to five storeys) with some poor quality single storey industrial premises. Most of the mill premises have been broken down for multiple occupation for example, Saville Mill has been refurbished for this purpose but appears to be at a minimal level of occupation at present. Other units close to this include two storey brick built north light roof premises containing a bed and furniture factory. There are also stone north light roof premises containing an Arriva bus depot at this area of Mill Street East. Some of the properties in this area are believed to be listed.</p> <p>Further south within the zoned area on the eastern side are some more modern industrial units which are high bay single storey, with some poorer quality steel portal frame industrial units beyond this. A major occupier at the edge of this area is Kennedy Clayton Ltd who are situated within a 1980's flat roof offices, with industrial units adjacent to this being occupied by Kendham Packaging in a slightly older single storey portal framed unit.</p> <p>On the western side of the zoned area is Bretton Street Enterprise Centre which appears to have a small amount of land available for additional industrial/office development. This area has a large number of occupiers in multi-let single storey steel portal frame industrial units. As with the area to the north, this area also has a number of poorer quality industrial premises which appear to be in need of significant refurbishment or redevelopment to meet the needs of future occupiers.</p> <p>In the far south eastern corner of this zone on the opposite side of this dismantled railway is LaFarge Cement Works. There is also a large area of open ground immediately adjoining the River Calder which could potentially accommodate additional industrial development and access to this location can be achieved. On the western side of the dismantled railway is Marsh Freight Depot.</p> <p>Finally there is a large open area to the east of the zoned area and west of</p>

5 Dewsbury/Mirfield Site, Savile Town, South Dewsbury

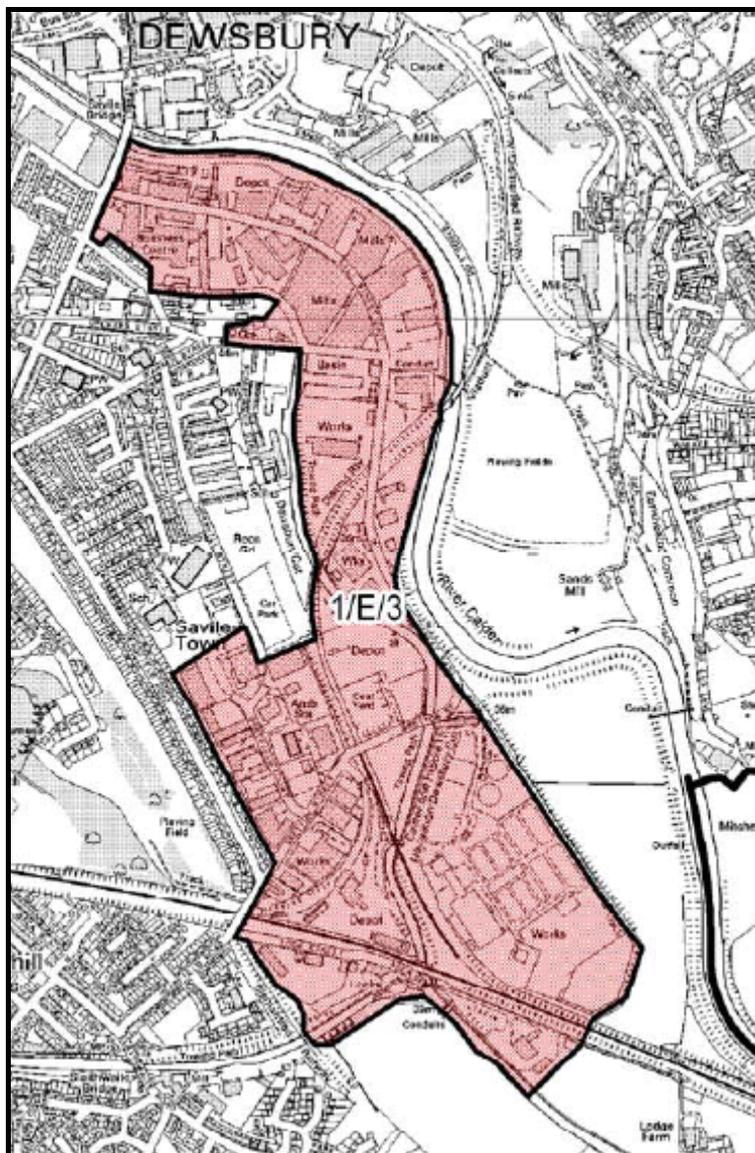
	<p>the River Calder where the proposed new development at Bretton Park is to be situated. Two large industrial units are available to let up to 30,000 sq ft.</p>
<p>4. Uses</p>	<p>Key uses within this area include:</p> <ul style="list-style-type: none"> • Trade premises. • Bus depot. • Dairy. • Manufacturers. • Cement works. • Storage and distribution units. • Open land.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Whilst Dewsbury does not have direct access to the motorway, this area does lie close to key transport corridors to the north including the A638 Wakefield Road and A644 Huddersfield Road. The zoned area lies to the south of Dewsbury town centre in an area which is dominated by industrial development.</p> <p>Accessibility</p> <p>The access route along Mill Street East towards Dewsbury town centre away from the zoned area becomes heavily congested at peak times. This relatively narrow access also means that it is difficult for heavy goods vehicles to easily travel through this area and out onto the wider road network.</p> <p>In terms of public transport access, the northern extent of the zoned area lies 0.87 km (0.54 miles) to the north. Dewsbury bus station lies approximately 0.56 km (0.35 miles) to the north. However, as this zoned area is significant in size, the further south development occurs, the poorer public transport accessibility becomes.</p> <p>Topography</p> <p>The majority of the zoned area is relatively flat, especially towards the north end of the site along Mill Street East. However, there is a gentle slope away to the east down towards the banks of the River Calder further south within the zoned area.</p> <p>Ownership</p> <p>There are a significant number of owners within this area, particularly towards the northern area of the site at Mill Street East. However, where open land is available, it is likely that assembly here will be more achievable.</p>

5 Dewsbury/Mirfield Site, Savile Town, South Dewsbury

	<p>Image</p> <p>The image of Dewsbury as a whole is as a more traditional, heavily urbanized industrial location. The tone of the development across the zoned area is almost entirely industrial and it is difficult to see how any alternative uses could be proposed here in the short to medium term.</p> <p>Opportunities</p> <p>There are a number of parcels of available land within this area. However, the access restrictions through the area present the biggest difficulty and restraint to development. There may also be some conversion of mill properties in the north of the zoned area.</p>
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5 Dewsbury/Mirfield Site, Savile Town, South Dewsbury

Ref: 1/E/3 – Dewsbury/Mirfield Site, Savile Town, South Dewsbury



Traditional Urban Industrial Site

Characteristics:

1. *mix of older multi-storey industrial accommodation which is relatively large in scale*
2. *older single storey accommodation.*
3. *more recent single storey pre-1980s industrial properties,*

6 – Denby Dale/Kirkburton Site, Clayton West

Sites 20/E/1, 2 and 3

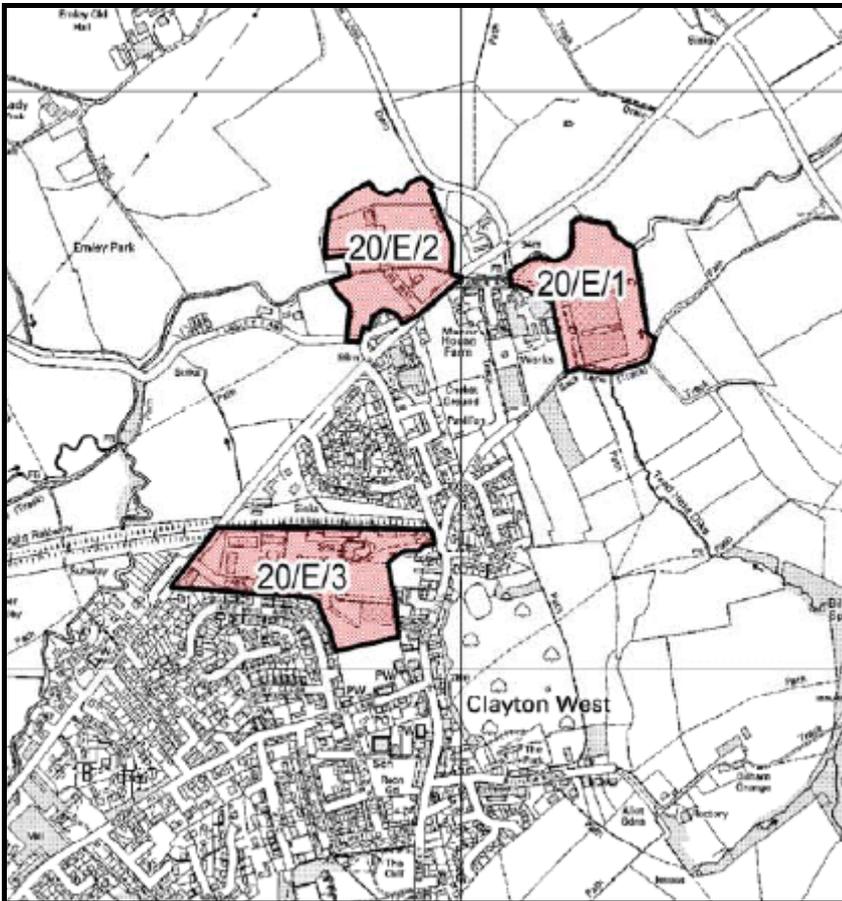
<p>1. The Site</p>	<p>20/E/1, 2 and 3 – Denby Dale/Kirkburton site, Clayton West – DENBY DALE AND KIRKBURTON</p>
<p>2. General Characteristics</p>	<p>The areas comprise three parcels, two of which are located north east of Clayton West on the outskirts of the village with the third parcel within the settlement itself. All sites are accessed via Wakefield Road (A636) which gives access to Junction 38 of the M1 via the A637.</p> <p>A site plan is attached indicating the full extent of this area.</p>
<p>3. Character of Buildings</p>	<p>The majority of buildings are modern, single storey, purpose built industrial/warehouse units constructed within the last 10-20 years. Allocation 20/E/1 whilst being predominantly single storey probably dates from the 1960's although some more recent extensions have been constructed and is occupied by one company and incorporates both industrial and office use.</p> <p>The overall characteristic of the area is of a modern, vibrant employment facility offering a variety of unit sizes in a semi rural location. New industrial/warehouse units are currently under construction in 20/E/2 which are looking to attract occupiers from the Station Court starter unit development constructed within 20/E/3.</p> <p>Larger Industrial Units have also been built in both allocations allowing occupiers the opportunity to expand within the Clayton West area reducing the need to leave the locality.</p> <p>20/E/1 whilst currently in single occupation by the Adare Group could be split into smaller office and industrial units should it fail to attract a single occupier if placed on the market.</p>
<p>4. Uses</p>	<p>The area comprises a range of uses including:-</p> <p>Kitchen Unit Showroom Modern Industrial/Warehouse Units New Industrial/Warehouse Units under construction Community use – day care centre and pre-prep school Leisure – Kirklees Light Railway and Park Homes Sales and Display Area B1 office use</p>
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>The area suffers from constraints in terms of opportunities development of the area in the near future. Its specific characteristics are as follows:-</p> <p>Location Whilst Clayton West is not recognised within the marketplace as a 'destination location' for employment all the three sites have direct access to the M1 via trunk roads.</p>

6 – Denby Dale/Kirkburton Site, Clayton West

	<p>Accessibility</p> <p>Access off Wakefield Road into 20/E/1 is poor with a difficult left turn into and right turn out of Manor Road. Clayton West does not have rail access (save as the leisure facility provided by the Kirklees Light Railway) and is situated some 11 miles south-east of Huddersfield Town Centre.</p> <p>In terms of bus access, there are two services from the site. One to Barnsley on a two-hourly basis and another to Huddersfield running on a half-hourly basis.</p> <p>Topography</p> <p>Although both 20/E/2 and 3 rise quite steeply from Wakefield Road, the sites have a number of plateaus where the units have been constructed. 20/E/1 is generally flat.</p> <p>Ownership</p> <p>20/E/1 appears to be in single freehold ownership. The other allocations comprise a number of buildings which we envisage are a mixture of freehold and leasehold tenure.</p> <p>Image</p> <p>The area has attracted significant recent investment over the last few years and the area offers modern, good quality accommodation in an attractive and accessible location. In general the area offers a wide range of modern space from small starter units upwards.</p> <p>Opportunities</p> <p>The allocations are largely fully developed with little or no land available for future development with the possible exceptions of limited expansion for Adare (20/E/1), and land used for external container storage within 20/E/2.</p>
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6 – Denby Dale/Kirkburton Site, Clayton West

Ref: 20/E/1, 20/E/2, 20/E/3 – Denby Dale/Kirkburton Site, Clayton West



Rural Sites

Characteristics:

1. majority of buildings are modern single storey purpose built industrial/warehouse units constructed within the last 10 to 20 years.

7 – The Valleys Site, Honley

Site 21/E/2

1. The Site	21/E/2, Huddersfield Road, Honley – THE VALLEYS
2. General Characteristics	<p>This area lies to the north eastern end of the Honley settlement and extends to circa 6 hectares. The area identified by Kirklees Metropolitan Council is a densely developed curved ribbon running along the River Holme.</p> <p>The principal use within the area is older industrial development, with a small amount of modern/refurbished office development. Much of the industrial property is not suitable for modern occupiers. There are a series of different occupiers within the zone.</p> <p>A site plan is attached indicating the full extent of this area.</p>
3. Character of Buildings	<p>There are a relatively small number of modern buildings within this zone. There are some north light roof industrial premises, alongside slightly more modern 1960s and 1970s premises, and high bay warehousing. Most of this property is single storey.</p> <p>The only notable modern development is at Queens Square Business Park at the northern end of the zone which is in three individual blocks, two of these are of two storey stone construction and are well-suited to the businesses here.</p> <p>The area is constrained by the tight knit nature of the development here which bounds the River Holme. As stated above, there are a number of individual occupiers here in a range of premises dating from the 1900s up to the 1960s/1970s, with the exception of Queen Square Business Park.</p> <p>The occupancy level of the properties is high which would suggest that they suit their current functions reasonably well. It is difficult to see, however, how new occupiers could locate here. Many of the premises (most notably Keith Drake Agriculture) are in need of significant investment.</p>
4. Uses	<p>Key uses within the area include:-</p> <ul style="list-style-type: none"> • Keith Drake Agriculture • Kirklees Highways Depot • Crowther and Shaw Refrigeration • Holme Build Builders Merchants • Queen Square Business Park <ul style="list-style-type: none"> - Cowley House houses the National Farmers Union Mutual Society - Dipford House houses Redwoods Dowling Kerr - Honley Day Care and Pre-Prep School Centre • Riverside Mill which has been converted for office/light industrial

7 – The Valleys Site, Honley

5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone	<p>Location</p> <p>The wider Honley area does not have good motorway access and is principally dominated by residential use. It is situated circa 6.4 km (4 miles) to the south of Huddersfield Town Centre. There is a limited amount of additional land in the area that could potentially be developed for employment in the future.</p> <p>Accessibility</p> <p>The zone is focused along the Huddersfield Road (A616). This is a key transport corridor but is heavily trafficked and presents problems where lorries need to gain access onto or off the road into individual sites.</p> <p>The area does benefit from rail access to Huddersfield and Sheffield (trains appear to run on a 45 minute to hourly basis throughout the day). In terms of bus access, there are departures approximately every 15 minutes from this area to central Huddersfield, and on an intermittent 30 to 60 minute basis to Sheffield.</p> <p>Topography</p> <p>The zone itself is relatively flat, but lies immediately to the east of a strip of land which is much more elevated. Therefore, access to the area only appears possible from its eastern extent.</p> <p>Ownership</p> <p>As is the case with many of the zones, there are a number of landowners within the locality. Land assembly is therefore likely to be a complex issue here if wholesale redevelopment is sought.</p> <p>Image</p> <p>Honley is a relatively affluent area of the Kirklees district. It is also attractive in terms of its valley situation. It is not considered in the wider market as a significant industrial location, but does offer some important accommodation to cater for local businesses.</p> <p>Opportunities</p> <p>There is little, if any, potential for further new employment development here in the short term. However, if substantial investment can be provided then there may be some potential for some of the poorer quality, older industrial units here to be redeveloped if they become vacant in future. The viability of this will be questionable though without external, financial assistance.</p>
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7 – The Valleys Site, Honley

	<p>There is very limited potential to deliver any additional office space in this area of Honley. Riverside Business Park and Queen Square Business Park both offer reasonable existing office space, however, and will be appropriate for more footloose professional services in the future should they become vacant.</p>
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7 – The Valley Site, Honley

Site 21/E/3

1. The Site	21/E/3, Woodhead Road, Honley – THE VALLEYS
2. General Characteristics	<p>This area lies to the south eastern end of the Honley settlement and extends to circa 15 hectares. The area identified by Kirklees Metropolitan Council is a largely developed irregular shaped zone following the course of the River Holme.</p> <p>The principal use within the area is older industrial development, with some larger individual premises than those found within 21/E/2. Much of the industrial property is not suitable for modern occupiers, although the larger warehouse premises to the south east of the zone do appear to be in reasonable condition. There are a number of different occupiers within the zone.</p> <p>A site plan is attached indicating the full extent of this area.</p>
3. Character of Buildings	<p>The overall character of the area is dominated by small scale older industrial uses, many of which are housed within larger premises which have been sub-divided such as Crossley Mills and Ashtenne's Honley Business Centre. The majority of properties are single storey or high single storey and are 40 to 50 years old, some of which have been refurbished. There are also some older north light roof premises.</p> <p>There does not appear to be a significant amount of investment in the area or in new development in recent years.</p> <p>Of key significance in this area is the open undeveloped land either side of the river. This may be constrained in terms of flood risk and access, but does appear to offer some limited potential for new small scale employment development if this is required here.</p>
4. Uses	<p>The area comprises a range of uses including:</p> <ul style="list-style-type: none"> • Large scale industrial (Allsops sheet metal workers is the biggest single building/occupier in the identified area) • Petrol filling station • Disused playing field • Norwood Instruments Ltd – factory • Holmfirth Harriers Neiley Pavilion football pitches and sports club • Ashtenne Honley Business Centre – small scale old single storey industrial broken down into circa 20 units from 500 to 6,000 sq ft • Taxi office • Used car dealership – Westwood Motors • Crossley Mills – converted mill building multi-let • Holme Veterinary Centre • Open rough ground either side of the river - substantial areas in the centre of the site are overgrown land with a large number of wild plants and relatively small trees on

7 – The Valley Site, Honley

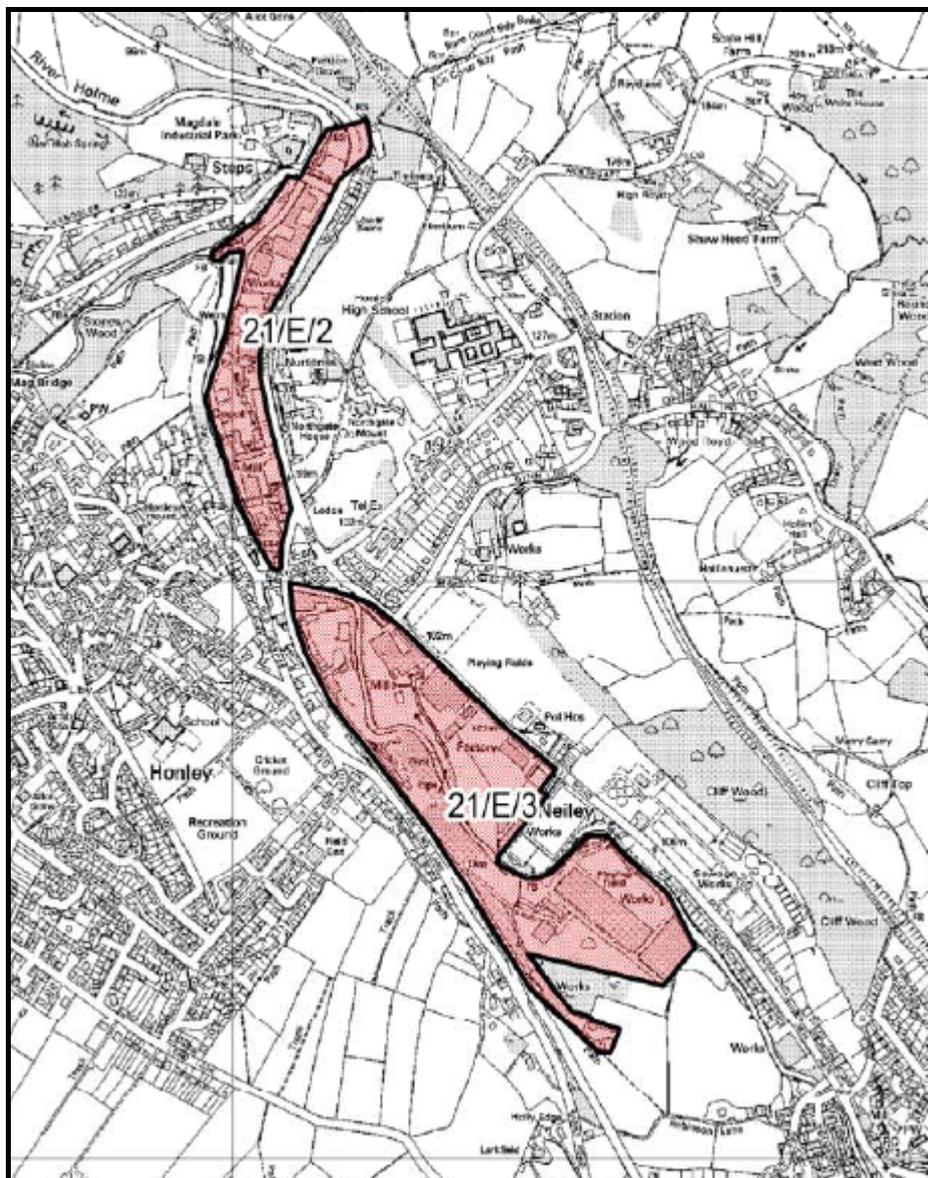
	<ul style="list-style-type: none"> • Jewson building suppliers • Honley Bridge Fabrications at Bridge works • Rodgers Plant Hire • Laser Products
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>The wider Honley area does not have good motorway access and is principally dominated by residential use. It is situated circa 6.4 km (4 miles) to the south of Huddersfield Town Centre. There is some additional land in the area that could potentially be developed for employment in the future.</p> <p>Accessibility</p> <p>The zone is focused along the Woodhead Road/New Mill Road (A6024/A616). These are key transport corridors but are heavily trafficked and present problems where lorries need to gain access onto or off the road into individual sites.</p> <p>The area does benefit from rail access to Huddersfield and Sheffield (trains appear to run on a 45 minute to hourly basis throughout the day). In terms of bus access, there are departures approximately every 15 minutes from this area to central Huddersfield, and on an intermittent 30 to 60 minute basis to Sheffield.</p> <p>Topography</p> <p>The zone falls away steeply eastwards from Far End Lane towards the river but there is a reasonable area of undeveloped flat land along the river banks.</p> <p>Ownership</p> <p>The area seems to be occupied by a significant number of individual land owners. However, there are some landlords who have purchased slightly larger areas, e.g. Ashtenne.</p> <p>Image</p> <p>Honley is a relatively affluent area of the Kirklees district. It is also attractive in terms of its valley situation. It is not considered in the wider market as a significant industrial location, but does offer some important accommodation to cater for local businesses.</p> <p>Opportunities</p> <p>It is likely that in future this area will be occupied by small business start ups and short term lets rather than by major national occupiers. However, there are a couple of examples of significant employers in the area including Allsops.</p>

7 – The Valley Site, Honley

	<p>There is no direct motorway access to the area which is a key attraction factor for many modern business parks and industrial facilities. This will limit the prospects for development here.</p> <p>There is very limited potential to deliver any additional office space in this area of Honley. It is likely to be an inappropriate location for additional office development in any event.</p>
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7 – The Valley Site, Honley

Ref: 21/E/2 and 21/E/3 – The Valleys Site, Honley



The Valleys Sites

Characteristics:

1. majority of premises are older industrial buildings following a ribbon pattern of development
2. some converted mills and smaller older industrial properties which have been redeveloped for occupation by multiple smaller businesses and often on flexible letting terms. Many of the units within these areas are in poor condition.

Appendix 2

8 Batley Town Centre

<p>1. The Site</p>	<p>Batley Town Centre – BATLEY, BIRSTALL AND BIRKENSHAW</p>
<p>2. General Characteristics</p>	<p>Batley town centre is very linear in nature with the majority of commercial activity located along two parallel roads, Bradford Road and Commercial Street, each of which have their own distinctive character.</p> <p>Bradford Road is characterised by a range of discount retail outlets, retail trade/warehouse type uses and car sales operations in a combination of older Victorian mill buildings interspersed with 1960s/70s type premises. More modern development includes the Tesco store, which dominates the road frontage to north west and other retail outlets including Aldi. South east of the main centre is the Mills Village a 125,000 sq ft shopping complex off Bradford Road which has planning permission to implement an additional 15,000 sq ft of floor space. There is very limited commercial activity in terms of office/employment use. The majority of development is fragmented in either Victorian converted mill buildings or more modern 1960s development none of which would readily lend them to modern day commercial activity. Additionally. Bradford Road is heavily trafficked and accessibility and servicing could prove to be a significant constraint for future employment use growth</p> <p>The more traditional retail area is centred around the Market Place and Commercial Street which is characterised predominantly by two storey development comprising ground floor retail tail/café/financial professional services use with storage and some limited office accommodation above. The Market Place has an open market with Victorian buildings surrounding. There are some high street names and a wide range of speciality shops.</p> <p>There are some employment uses to the south of the main shopping area within Victorian Mills which have been subdivided into industrial units/workshops amongst other uses including wholesale /retail trade outlets and car repair. Immediately to the west are further industrial, storage, distribution and warehousing uses including Foxes Biscuits office and distribution centre which is a significant employer for the town.</p> <p>The Town Centre is bounded by residential to the north east between Bradford Road and the railway line and the railway line to the east.</p> <p>The town has significant amounts of free parking to serve the centre</p>
<p>3. Character of Buildings</p>	<p>Bradford Road is characterised by a range of discount retail outlets, retail trade/warehouse type uses and car sales operations in a combination of older Victorian mill buildings interspersed with 1960s/70s type premises. The newest notable addition is the Tesco store on Bradford Road.</p> <p>The Market Place has an open market with some fine Victorian buildings surrounding, including the Town Hall and the Carnegie Library. Directly opposite the Town Hall is Batley Police Station.</p> <p>Moving eastwards along Commercial Street the character of the area becomes more modern with Batley Shopping Centre to the north side comprising a more modern 1970s two storey retail development.</p>

<p>4. Uses</p>	<p>Key uses within the town centre include</p> <ul style="list-style-type: none"> • Retail - Bradford Road is characterised by a range of discount retail outlets, retail trade/warehouse type uses and car sales operations. Market Place and Commercial Street comprises predominantly two storey development with ground floor retail. • Office - some limited office accommodation above. • car parking - significant amounts of free parking to serve the centre • some housing • bus station
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Batley is a compact town which is readily reached by road and rail. It is served by the main Leeds/Liverpool rail link and is within reasonable proximity to the M62 motorway.</p> <p>Accessibility</p> <p>Batley town centre is relatively busy with Bradford Road in particular experiencing high levels of traffic. There are 400 plus free parking spaces in the town centre which does contribute probably to the high level of private motor vehicle movements. However, good public transport accessibility is available via the train and bus services:</p> <p>The bus station is located to the north west of the town with regular services (on average two an hour) to Leeds and to Huddersfield (Service 229).</p> <p>The rail station is located to the east of Bradford Road off Soothill on the Leeds Liverpool Line with regular services to Leeds and Manchester (some services via Huddersfield) with Transpennine and Northern Rail.</p> <p>Topography</p> <p>The town centre itself is relatively flat centred around Bradford Road and extending southwards.</p> <p>Ownership</p> <p>As is the case with many town centres in Kirklees, the number of land owners within a relatively small area is significant. Therefore land assembly is likely to be very complex and a drawn out process in terms of delivering comprehensive development sites.</p> <p>Image</p> <p>The image of the town centre is improving notably with the recent development activity, which includes the introduction of a new mezzanine floor within the large Tesco store on Bradford Road. There has also been some development activity with planning permissions granted over a period of time which includes alterations on extensions to the Alfred's Way Shopping Centre. There has also been interest in mill conversions</p>

including Blakeridge Mills on Mayman Lane for a residential and B1 office scheme. However the image is probably based on speciality shopping in historic buildings and retail outlet in converted mills at Mills Village which is a significant attraction for the town.

Opportunities

As a location the centre has reasonable accessibility via the rail network, bus services and access to the M62. However there are limited site opportunities to develop major B1 offices, including Grade A accommodation close to the town centre. This can be largely attributed to the historic nature of the town centre and the building stock available.

Along Bradford Road the majority of development is fragmented in either Victorian converted mill buildings or more modern 1960s development none of which would readily lend them to modern day commercial activity. Additionally, Bradford Road is heavily trafficked and accessibility and servicing could prove to be a significant constraint for future employment use growth.

Within the more traditional shopping area new B1 commercial activity would probably be limited to the conversion of vacant buildings and the upper floors of existing premises.

Therefore, overall In terms of new development, the centre appears to be particularly constrained in terms of development opportunities to meet modern day office requirement. The historic nature of many of the centre and tight knit urban fabric results in a distinct lack of development sites/opportunities within or in close proximity to the centre in terms of Planning Policy Statement 6 (PPS 6).

9 Cleckheaton Town Centre

1. The Site	Cleckheaton Town Centre – SPEN VALLEY
2. General Characteristics	Cleckheaton is a densely developed town centre which comprises predominantly local occupiers, public houses and small scale employment uses centred around a retail core at the junction of Market Street and Bradford Road. The war memorial to the south of this area separates off the main retail core from the bus station, local Churches and small scale employment uses. The centre is also surrounded closely by a number of mills which have been reused for short term let employment uses. There is a significant amount of residential property close to the centre which lies to the north, west, east and south. Bradford Road is the key thoroughfare through the town centre.
3. Character of Buildings	There are a relatively small number of modern buildings within Cleckheaton town centre. The majority of buildings here are older industrial premises which have been sub-divided for short term lets and small scale retail uses in blocks along Market Street and the Bradford Road frontage. There are also a series of older mill or works buildings on the edge of the town centre which grow in scale moving out to the north of Cleckheaton on the eastern side of Bradford Road.
4. Uses	Key uses within the town centre include:- <ul style="list-style-type: none"> • Retail • Car parking • Housing • Places of worship • War memorial • Bus station.
5. Key Characteristics	The centre is constrained by the tight knit nature of the properties centred around the Bradford Road Corridor. The town centre is surrounded by a number of converted works areas running out to the north west and south of the town centre. The town centre is relatively small in size.
6. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone	<p>Location</p> <p>Cleckheaton benefits from relatively close access to the M62 at Junction 26. It also benefits from close proximity to more modern employment development immediately to the south and east of Junction 26 discussed with reference to Site s 16/E/1 and 2.</p> <p>Accessibility</p> <p>Cleckheaton town centre is heavily congested with double parking making access for lorries precarious through the centre itself. There is good public transport access however with the link to the bus station.</p>

Topography

Cleckheaton town centre itself is relatively level but slopes up slightly eastwards.

Ownership

As is the case with many of the other town centres in Kirklees the number of landowners within a relatively small area of the town centre are huge. Land assembly is therefore likely to be a complex issue here.

Image

The area to the north of Cleckheaton has become well developed as a new employment location. From this point of view the image of the area has been improved as a potential location for modern employers. However, the town centre itself does not lend itself particularly to the inclusion of more modern developments for employment uses but this could potentially be altered if landownership issues can be resolved.

Opportunities

There may be some potential opportunities for new office development or conversion of mill buildings on the edge of Cleckheaton town centre if land assembly issues and cost implications can be overcome.

However, it is unlikely that major occupiers would be attracted to the town centre itself, preferring either Huddersfield Town Centre or sites close to the motorway. Major requirements are more likely to be attracted to Huddersfield town centre or other key cities within the north such as Manchester and Leeds.

10 Dewsbury Town Centre

<p>1. The Site</p>	<p>Dewsbury Town Centre – DEWSBURY AND MIRFIELD</p>
<p>2. General Characteristics</p>	<p>Dewsbury town centre is largely contained by the ring road which is formed by Webster Hill, Dewsbury Ring Road itself, Rishworth Road and Vicarage Road. Dewsbury Train Station is on the north western edge of the town centre on the north side of Wellington Road, whilst the bus station is located to the south of the centre off Aldams Road.</p> <p>The Town Centre is characterised by good examples of Victorian buildings interspersed with some more modern 1960s type development. The dominant use is retail centred around a retail axis which runs in a south west to north east direction linking the bus station to the open market, including the Princess of Wales Shopping Precinct, the retail around the market place and Dewsbury Market itself. The retail core is densely developed and predominantly occupied by retail and bar uses but there is also a reasonable level of vacancy of within the town. Many of the retail units approaching the retail core are not national multiples. Within this area office accommodation is small scale and limited to the upper floors. One purpose built office building is located directly opposite the Town Hall.</p> <p>To the west of the market is some more traditional Victorian architecture which including arcaded shopping streets. This area along with the buildings to the north east house some of the finest examples of Victoria buildings, including Pioneer House. Many of the buildings in this area house the hub of commercial activity with small scale office users including accountants and solicitors Dewsbury Business Centre and the Dewsbury Reporter.</p> <p>Whilst much of the town centre is visually attractive with fine examples of Victorian architecture it does suffer from quite significant levels of vacancy and some of the good quality building fabric is interspersed with poorer quality 1960s development.</p> <p>South of the retail core is a retail warehouse park including occupiers such as B & Q, Matalan, Currys, Comet and Wickes.</p>
<p>3. Character of Buildings</p>	<p>A large part of the Town Centre is characterised by fine examples Victorian buildings, particularly in what is referred to as the Victorian Warehouse quarter to the west of the town and the old shopping area to the north.</p> <p>There are intermittent 1960s developments, including Enterprise House office building, interspersed around this with relatively few very modern buildings here.</p> <p>To the south of Vicarage Road and south of the town centre there is more modern development in the form of the retail park including occupiers such as B & Q, Matalan, Currys, Comet and Wickes.</p>

<p>4. Uses</p>	<p>Key uses within the town centre include</p> <ul style="list-style-type: none"> • retail – with the exception of the retail park units to the south of the centres the core retail area includes smaller scale units but does include high street shops such as Boots, Argos, WH Smith, New Look • office – limited to small scale office floor plates located predominantly within converted Victorian Buildings. • car parking • some housing • train station • bus station
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Dewsbury is well located within West Yorkshire having good access to major road links (M62 / M1) and the rail network.</p> <p>Accessibility</p> <p>In addition to good road links via the Ring Road which facilitates movement around and into the centre Dewsbury is well served by public transport.</p> <p>The bus station is located to south of the centre with regular services to Huddersfield (202, 203, 262) every 10-15 minutes, and Leeds (202, 203) every 15 minutes.</p> <p>The rail station is located to the north west of the town centre with regular services to Leeds and Manchester (via Huddersfield some services) with Transpennine and Northern Rail.</p> <p>Topography</p> <p>The general topography of the town slopes from the north west to the south east.</p> <p>Ownership</p> <p>As is the case with many town centres in Kirklees, the number of land owners within a relatively small area is significant. Therefore land assembly is likely to be very complex and a drawn out process in terms of delivering comprehensive development sites.</p> <p>Image</p> <p>The image of the town centre is improving notably with recent retail development activity and the introduction of Next and Lidl. In terms of the office market there is not a significant presence within the town which is perhaps linked to its historic format. Notwithstanding this Dewsbury is not recognised as an office location within the region and as such, major office development is considered unlikely</p>

Opportunities

Dewsbury is well located within West Yorkshire having good access to major road links (M62 / M1) and the rail network.

The town centre also benefits from a bus interchange. Accessibility by public transport is therefore excellent.

In terms of new development, the centre appears to be particularly constrained in terms of development opportunities to meet modern day office requirement. The historic nature of the centres and tight knit urban fabric results in a distinct lack of development sites/opportunities within or in close proximity to the centre in terms of Planning Policy Statement 6 (PPS 6). Much of the office accommodation that is available is restricted to small floor plates within older Victorian buildings and some more modern 1960s/70s development. The one purpose built office building Enterprise House is currently suffering from vacancy and would need major upgrading to meet modern day office standards.

Whilst Dewsbury has some potential this would largely exist for small scale office development which will help regenerate what is one of the largest centres in Kirklees. However, due to the lack of suitable development sites the opportunity for Grade A office space would be frustrated.

Notwithstanding this Dewsbury is not recognised as an office location within the region. As such, major office development is considered unlikely unless significant development sites are assembled within or close to the centre to create a logical extension and satisfy the requirements of PPS6.

11 Heckmondwike Town Centre

1. The Site	Heckmondwike Town Centre, SPEN VALLEY
2. General Characteristics	<p>Heckmondwike is a densely developed centre focused around the Market Place/Oldfield Lane area. The town centre itself is relatively small extending to roughly Royle Fold and Regent Street in the north, Hope Street in the east, Kaye Street to the south and the western end of Croft Street to the west. Uses in the area are principally retail (mainly convenience) with some offices above. There are also community uses as would be expected in a centre of this nature.</p>
3. Character of Buildings	<p>As with many of the centres outside of Huddersfield Town Centre, there are a relatively small number of modern buildings within Heckmondwike Town Centre. The majority of buildings in the Centre are two storey, with a few taller, older buildings.</p> <p>Most of the premises appear to be from the 1900s, with some limited 1950s and 1960s development. They generally appear fit for their current purpose.</p> <p>This is a vibrant centre which provides a range of services and employment opportunities for the local community. The outer town centre is bounded by larger industrial premises but these do not encroach upon the town centre itself. There is a good market here for small local professional services including solicitors, accountants etc.</p>
4. Uses	<p>Key uses within the town centre include:-</p> <ul style="list-style-type: none"> • Retail – convenience and comparison • Charity shops • Estate Agents • Take-away outlets • Car parking • Housing • Places of worship • Taxi office • Community uses – Dentist, Post Office • Veterinary surgery • Solicitor's offices • Council offices • Creche • Travel agents

**5. Assessment – Constraints/
Opportunities/
Appropriateness of Site in an
Employment Zone**

Location

Heckmondwike does not benefit from direct motorway access. However, the Town Centre performs an important role in meeting the needs of the local community in this area of North Kirklees. It lies 12 km (7.6 miles) to the north east of Huddersfield Town Centre.

Accessibility

Like many of the Kirklees Centres, Heckmondwike is constrained in terms of opportunities for commercial vehicle through-traffic.

In terms of public transport, the nearest railway station is at Dewsbury which lies 3km (1.9 miles) to the south east. Bus access is much better with 2 services per hour to Huddersfield, 3 services per hour to Leeds and 4 services per hour to Dewsbury

Topography

Whilst the Town Centre itself is relatively flat, the surrounding area does have more uneven topography.

Ownership

As is the case with many of the other town centres in Kirklees the number of landowners within a relatively small area of the town centre are huge. Land assembly is therefore likely to be a complex issue here.

Image

Heckmondwike is a relatively bustling and vibrant town centre, albeit with some vacancy problems (predominantly with respect to retail rather than employment). It is difficult to envisage major national occupiers locating within the Town Centre itself.

Opportunities

Small scale office development would appear to have a market within Heckmondwike. However, the opportunities for new development appear very limited as there is a lack of available land/premises suitable for this use.

Office occupiers have tended to secure space either above retail outlets or in former Victorian dwellings converted for that purpose. Out of town units has been available off Junction 26 at Cleckheaton which may have taken up some local demand possibly negating development within Heckmondwike itself.

12a Huddersfield Town Centre

1. The Site	Huddersfield town centre north west (Area 1), HUDDERSFIELD NORTH AND SOUTH
2. General Characteristics	<p>The Huddersfield north west area has been defined as running from Trinity Street to the south, Whitworth Street to the west and Cemetery Road to the north. The eastern boundary is formed by the Ring Road.</p> <p>The dominant land uses in the area are retail, industrial and residential, alongside a substantial area of open space. Huddersfield Technical College also lies to the far south of this area.</p>
3. Character of Buildings	<p>There are a range of building ages and types across this area. The eastern part of the zone is dominated by modern retail and modern and older industrial/warehousing. At the industrial area at Beck Road are predominantly purpose built modern factory/warehouses circa 1980s, largely high bay single storey developments. Some slightly older north light roof premises are here which appear to have been refurbished.</p> <p>To the west of this is predominantly residential and a pay and display car park.</p> <p>To the south west of the area is the 1960s Huddersfield Technical College, Victorian residential property and small scale commercial interspersed with Victorian residential along New North Road.</p> <p>In the northern area of the zone, along St Johns Road, are poorer quality older industrial premises which are in a semi-derelict condition.</p>
4. Uses	<p>Key uses/occupiers within the area include:-</p> <ul style="list-style-type: none"> • Tradex • MFI • Leyland Decorating Centre • Matalan • Halfords • Industrial premises – including Newey & Eyre and Brammer • Guest houses • Victorian terraced and semi-detached properties • Technical College • Greenspace • Creche • Paragon Textiles • Paul's Travel

**5. Assessment – Constraints/
Opportunities/
Appropriateness of Site in an
Employment Zone**

Location

Whilst Huddersfield Town Centre does not benefit from direct motorway access, it is a significant enough centre in terms of its role and sub-regional function to attract occupiers.

Accessibility

Huddersfield does not have direct motorway access but does lie at the hub of a series of key transport corridors (A62, A640, A629, A616, A641). Access to individual areas around the Ring Road is reasonable. The one way system and area lying within the Ring Road is slightly more problematic.

The area has excellent public transport links with Huddersfield Railway and Bus Stations lying within the Ring Road and a series of regular bus services running along the radial routes out of town.

Topography

The town centre is relatively level, although there is a general slope running downwards from north to south.

Ownership

Whilst there are a vast number of individual landowners across Huddersfield Town Centre, unlike many of the other town centres, there are several larger ownerships and individual parcels of land.

Image

Huddersfield Town Centre has an improving image in terms of its attractiveness to local and sub-regional occupiers. This is partly as a result of inward investment into the central area and, significantly, as a result of the improving stature of the University.

Opportunities

There do appear to be a number of opportunities for additional development, and particularly office development around the Ring Road.

12b Huddersfield Town Centre

<p>1. The Site</p>	<p>Huddersfield town centre northeast (Area 2), HUDDERSFIELD NORTH AND SOUTH.</p>
<p>2. General Characteristics</p>	<p>The Huddersfield north east area is defined as that area lying between Lower Viaduct Street to the west, Hill House Lane to the north as far as Wakefield Road to the south.</p> <p>The dominant land uses in the area include retail, trade counter units, traditional terrace Yorkshire stone residential properties in two to two and half storey buildings, alongside some much older converted mills.</p>
<p>3. Character of Buildings</p>	<p>There is some modern retail (Sainsbury's supermarket) within this area, alongside late 1990's/year 2000 retail warehouse units at Great Northern Retail Park. The majority of other premises date from the 1960's or earlier including the 1960's office block which lies to the east of Sainsbury's alongside the Job Centre Plus/Inland Revenue building within Crown House. Beyond this is some partly refurbished 1960's multi-storey council housing accommodation.</p> <p>There are some late 1800's/early 1900's converted mills in this area including Waterloo Mill. There is also a converted church which is now multi-let for office use.</p> <p>In addition to the more modern retail elsewhere within this area, there is also some 1980's retail accommodation including the Fabric Warehouse which is contained within a high single storey retail unit.</p> <p>It is noticeable that there are a number of derelict properties within this area, in particular along Old Leeds Road and at the eastern end of Great Northern Street. The properties at the end of Great Northern Street appear to be in use for the storage of timber products for Garrards Timber Merchants. Whilst fit for purpose and their current use provides for cheap rents for this organisation, they do however have a limited shelf life in terms of future reoccupation by another organisation.</p> <p>The same can be said of Waterloo Mills which are converted and occupied by a company known as Beldon Crossley Industrial Sealing Specialist but is in need of urgent modernisation before it would be reconsidered by another organisation if Beldon Crossley were to relocate at any future date.</p> <p>This appears to be an area where some redevelopment could occur provided it had reasonable frontage to the Leeds Road corridor or onto the Huddersfield Ring Road.</p> <p>Note there are also a number of derelict premises within this area which could be redeveloped for small scale uses.</p>

<p>4. Uses</p>	<p>Key uses and occupiers within this area:</p> <ul style="list-style-type: none"> • Sainsbury's superstore. • Job Centre Plus. • Inland Revenue. • Multi-storey residential accommodation. • Yorkshire stone traditional residential property. • Hire Centre. • United Carpets. • CES Sales Counter Conservatory Outlet. • Fabric Warehouse. • Beldan Crossley Industrial Sealing Specialist (within Waterloo Mills). • Fickley Sports Centre. • Retailers including Currys, Courts, Homebase, Vets at Home, JJB Sports. • MOT testing centre. • Cultural centre. • Car dealerships. • Garrard Timber Merchants with associated industrial storage.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Whilst Huddersfield Town Centre does not benefit from direct motorway access, it is a significant enough centre in terms of its role and sub-regional function to attract occupiers.</p> <p>Accessibility</p> <p>Huddersfield does not have direct motorway access but does lie at the hub of a series of key transport corridors (A62, A640, A629, A616, A641). Access to individual areas around the Ring Road is reasonable. The one way system and area lying within the Ring Road is slightly more problematic.</p> <p>The area has excellent public transport links with Huddersfield Railway and Bus Stations lying within the Ring Road and a series of regular bus services running along the radial routes out of town.</p> <p>Topography</p> <p>The town centre is relatively level, although there is a general slope running downwards from north to south.</p> <p>Ownership</p> <p>Whilst there are a vast number of individual landowners across Huddersfield Town Centre, unlike many of the other town centres, there are several larger ownerships and individual parcels of land.</p>

	<p>Image</p> <p>Huddersfield Town Centre has an improving image in terms of its attractiveness to local and sub-regional occupiers. This is partly as a result of inward investment into the central area and, significantly, as a result of the improving stature of the University.</p> <p>Opportunities</p> <p>There do appear to be a number of opportunities for additional development, and particularly office development around the Ring Road.</p>
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12c Huddersfield Town Centre

<p>1. The Site</p>	<p>Huddersfield town centre southeast (Area 3), HUDDERSFIELD NORTH AND SOUTH.</p>
<p>2. General Characteristics</p>	<p>The Huddersfield southeast area is defined as that line between Wakefield Road to the north, the Ring Road to the west, Firth Street and a small amount of property to the eastern boundary. Colne Road forms the southern boundary and Chapel Hill forms the south western boundary.</p> <p>This area is heavily dominated between the Ring Road and the river by University and educational uses. On the opposite side of the river is predominantly industrial use with a small number of retail and food outlets and public houses along Wakefield Road and a small amount of residential property to the south of Firth Street at its northern junction with Wakefield Road. This area of Huddersfield appears to have been witness to a significant degree of redevelopment in recent years.</p>
<p>3. Character of Buildings</p>	<p>The western area of the zone where the University premises lie contain a significant number of late 19th Century/early 20th Century buildings intermingled with more modern 1960's development. The scale of these properties is substantial with some five to six storeys in height. The area also comprises Huddersfield County Court. The University area is also a key example where modern development has occurred with the Creative Arts building currently under construction immediately adjoining the Ring Road, alongside the recently completed Harold Wilson building. Away from the immediate University area to the south of the river are a number of older industrial premises including a century old factory occupied by Thomas Broadbent. Also along Queen Street South is Firth Field Mills which dates from 1865 and is four storeys in height. Thomas Broadbent also have further property along this road in northlight factory premises. At the southern end of the street on the eastern side is Priestroyd Mills which appears to have been modernised and converted with a restaurant at ground floor level. The area surrounding this also contains a large number of student property including Aspley Hall and Little Aspley Hall in modern three storey mock stone buildings. This area would appear to be suitable for continued traditional industrial use with some student accommodation and associated department to support their staff.</p> <p>Along Queen Street South there is also some modern two storey office development which houses the local newspaper, the Huddersfield Examiner. It is likely that further development of this scale could occur in this area.</p>

<p>4. Uses</p>	<ul style="list-style-type: none"> • Huddersfield Court House. • Huddersfield University and Wider Estate. • Student accommodation. • Huddersfield Examiner Newspaper. • TA Centre. • Thomas Broadbent. • 1535 Restaurant. • Public houses. • Take aways. • Small scale retail, e.g. newsagents.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Whilst Huddersfield Town Centre does not benefit from direct motorway access, it is a significant enough centre in terms of its role and sub-regional function to attract occupiers.</p> <p>Accessibility</p> <p>Huddersfield does not have direct motorway access but does lie at the hub of a series of key transport corridors (A62, A640, A629, A616, A641). Access to individual areas around the Ring Road is reasonable. The one way system and area lying within the Ring Road is slightly more problematic.</p> <p>The area has excellent public transport links with Huddersfield Railway and Bus Stations lying within the Ring Road and a series of regular bus services running along the radial routes out of town.</p> <p>Topography</p> <p>The town centre is relatively level, although there is a general slope running downwards from north to south.</p> <p>Ownership</p> <p>Whilst there are a vast number of individual landowners across Huddersfield Town Centre, unlike many of the other town centres, there are several larger ownerships and individual parcels of land.</p> <p>Image</p> <p>Huddersfield Town Centre has an improving image in terms of its attractiveness to local and sub-regional occupiers. This is partly as a result of inward investment into the central area and, significantly, as a result of the improving stature of the University.</p>

	Opportunities
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There do appear to be a number of opportunities for additional development, and particularly office development around the Ring Road.

12d Huddersfield Town Centre

<p>1. The Site</p>	<p>Huddersfield town centre southwest (Area 4), HUDDERSFIELD NORTH AND SOUTH.</p>
<p>2. General Characteristics</p>	<p>The Huddersfield southwest area is defined as lying between, Trinity Street to the north, Castlegate to the east, Park Avenue to the west and Manchester Road to the south.</p> <p>Much of this area is taken up by residential accommodation, alongside major community uses such as Kirklees Community Hospital. There are also a number of residential properties along Green Head Road and Trinity Street which have been converted for smaller commercial and charitable uses including National Business College, PDSA and sandwich and coffee shops. There does appear to be limited potential here for some small scale office development or A2 financial and professional services development.</p> <p>The southern part of the area contains a large pay and display car park at Spring Grove Street. This surface car park offers a key opportunity for redevelopment which would allow frontage to the Ring Road. Close to here is a Sikh temple on Prospect Street, with a Lidl store and fire station fronting onto Castlegate.</p> <p>The street scene at Merton Street is also dominated by two former industrial chimneys which have been retained and add to the character of this locality.</p>
<p>3. Character of Buildings</p>	<p>There are a relatively small number of modern buildings within this area most notably, the Lidl store and some newer residential property at Spring Grove Street which fronts onto the surface car park mentioned above. Most of the other property is older traditional Yorkshire stone terrace or Victoria stone terraced housing. Most of the properties in this area are two storeys in height.</p> <p>Within this area, the further development lies from the Ring Road, the more residential the character of the area becomes, albeit within intermittent retail premises.</p> <p>The surface car park represents the best opportunity for additional development here, with some small scale potential at the ground floor of residential properties along key routes out of town including Greenhead Road, Trinity Street and Manchester Road where there are already some small scale commercial uses in the ground floor of traditional residential properties.</p>

<p>4. Uses</p>	<p>Key uses within this area include:</p> <ul style="list-style-type: none"> • Small scale retail. • Discount retail – Lidl. • Cafes. • NHS property. • Residential accommodation/traditional and more modern. • Places of worship. • PDSA Pet Aid branch. • Sandwich shops. • Fire station.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Whilst Huddersfield Town Centre does not benefit from direct motorway access, it is a significant enough centre in terms of its role and sub-regional function to attract occupiers.</p> <p>Accessibility</p> <p>Huddersfield does not have direct motorway access but does lie at the hub of a series of key transport corridors (A62, A640, A629, A616, A641). Access to individual areas around the Ring Road is reasonable. The one way system and area lying within the Ring Road is slightly more problematic.</p> <p>The area has excellent public transport links with Huddersfield Railway and Bus Stations lying within the Ring Road and a series of regular bus services running along the radial routes out of town.</p> <p>Topography</p> <p>The town centre is relatively level, although there is a general slope running downwards from north to south.</p> <p>Ownership</p> <p>Whilst there are a vast number of individual landowners across Huddersfield Town Centre, unlike many of the other town centres, there are several larger ownerships and individual parcels of land.</p> <p>Image</p> <p>Huddersfield Town Centre has an improving image in terms of its attractiveness to local and sub-regional occupiers. This is partly as a result of inward investment into the central area and, significantly, as a result of the improving stature of the University.</p>

	Opportunities
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12e Huddersfield Town Centre

<p>1. The Site</p>	<p>Huddersfield Town Centre central area (Area 5), HUDDERSFIELD NORTH AND SOUTH</p>
<p>2. General Characteristics</p>	<p>The central area of Huddersfield Town Centre is the principal centre within Kirklees. The central area is defined as being that lying within the Ring Road.</p> <p>Predominant uses within this area are retail, public sector offices, a small amount of traditional residential property, public transport interchanges, car parking and more modern office development.</p>
<p>3. Character of Buildings</p>	<p>The central area of Huddersfield has a traditional feel to much of its retail core and the area surrounding the railway station, which is also experienced at the site of the converted St George's warehouse which lies to the immediate northwest of the railway station. This property is approximately four to five storeys in height and will provide occupation for office accommodation from 2,500 to 160,000 sq ft. Some of this has been pre-let. It is also understood that this was delivered partly through gap funding.</p> <p>The centre also has a strong 1960's feel to it with the Civic Centre surrounding Huddersfield Magistrates Court and Yorkshire Police Headquarters being in such accommodation. The bus interchange and major multi-storey car park to the immediate east of the Civic Centre also date from the 1960's. These premises are of approximately three to four storeys in height. Taller 1960's office premises can also be found along Market Street and High Street on the south and western edges of the retail core.</p> <p>In terms of more modern development, there are a number of retail units lying around the edge of the area at Castlegate housing occupiers such as Bathstore.com, Laura Ashley Homes and Swinton Insurance. A major, more recent development is the Kingsgate Shopping Centre which lies to the south eastern edge of the central area and contains major national retailers including Next, Beatties and HMV. To the south and west of this is an area with a large number of Asian restaurants and public houses.</p> <p>More modern office development lies along the eastern side of the area adjacent to the Ring Road including the recently completed Media Centre (five to six storeys). Also here is the older traditional three storey building (Northumberland House) which has been converted for occupation by Eastwood & Partners Insurance Brokers. There is a potential office refurbishment opportunity being marketed by Landmark Developments along this road frontage which is currently vacant.</p>

	<p>The central core of Huddersfield is predominantly retailing with some office use largely on upper floors above. Significant industrial development would not be appropriate here, however, some office development could occur within this area, particularly where it has frontage to the Ring Road where car parking may be more plentiful.</p>
<p>4. Uses</p>	<ul style="list-style-type: none"> • Retail – within shopping centres such as the Kingsgate Centre along King Street, John William Street, Water Street etc. • Office accommodation – both modern and 1960's. • Kirklees Metropolitan Council Headquarters. • Huddersfield Magistrate Court. • West Yorkshire Police Headquarters. • Restaurants and takeaways. • Public houses. • Traditional terraced residential. • Small sandwich shops. • Restaurants. • Bars. • Multi-storey car parking. • Transport interchanges – Huddersfield Railway and bus station. • Places of worship.
<p>5. Assessment – Constraints/ Opportunities/ Appropriateness of Site in an Employment Zone</p>	<p>Location</p> <p>Whilst Huddersfield Town Centre does not benefit from direct motorway access, it is a significant enough centre in terms of its role and sub-regional function to attract occupiers.</p> <p>Accessibility</p> <p>Huddersfield does not have direct motorway access but does lie at the hub of a series of key transport corridors (A62, A640, A629, A616, A641). Access to individual areas around the Ring Road is reasonable. The one way system and area lying within the Ring Road is slightly more problematic.</p> <p>The area has excellent public transport links with Huddersfield Railway and Bus Stations lying within the Ring Road and a series of regular bus services running along the radial routes out of town.</p> <p>Topography</p> <p>The town centre is relatively level, although there is a general slope running downwards from north to south.</p>

Ownership

Whilst there are a vast number of individual landowners across Huddersfield Town Centre, unlike many of the other town centres, there are several larger ownerships and individual parcels of land.

Image

Huddersfield Town Centre has an improving image in terms of its attractiveness to local and sub-regional occupiers. This is partly as a result of inward investment into the central area and, significantly, as a result of the improving stature of the University.

Opportunities

There do appear to be a number of opportunities for additional development, and particularly office development around the Ring Road. The University and the growing service sector would appear to be key factor in attracting demand for such development.