



Report

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Kirklees Employment Market Strength Assessment Final Report

Kirklees Council

September 2015



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For and on behalf of GVA Grimley Ltd

1. Introduction

1.1 GVA has been appointed by Kirklees Council to prepare an Employment Market Strength Assessment report which will form part of the Local Plan evidence base. The conclusions of the study will be used to inform the Council's Strategic Employment Land Availability Assessment (SELAA), which in turn will be used to inform the Local Plan Site Allocations process.

1.2 In this context, employment land means land for business and industry, specifically activities falling within the use classes:

- B1(a) Offices
- B1(b) Research and development
- B1(c) Light industry
- B2 General industry
- B8 Storage or distribution

1.3 The brief issued for this piece of work set out the following requirements:

- Provide the relevant context to employment land supply in Kirklees, clearly demonstrating that the market strength assessment for employment land has been undertaken in a way that ensures the employment land options are underpinned by a robust and up to date evidence base, and are in conformity with National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)
- Test approximately 100 sites to determine whether they meet the market and industry requirements for the area
- Consider the appropriateness and likely market attractiveness for each of the traditional B use classes and identify a preferred use for the sites being assessed
- Where market constraints have been identified, consider what action(s) would be required to overcome them; and
- Conclude with a judgement on the economic viability of each site and the capacity of a developer to complete and let or sell the development over the plan period (2013 – 2031)

1.4 This study has therefore been based on detailed PPG and a bespoke methodology has been developed on that basis.

1.5 Our report is presented in the following sections:

- Methodology
- Policy review
- Market review
- Individual site assessments
- Conclusions

2. Methodology

Context

2.1 The brief for this study is to consider the market strength of individual sites within the employment land supply (as identified by the Council) and to conclude as to their relative viability. This study will inform the emerging Site Allocations and sit alongside the wider employment land evidence base, which is being prepared separately by the Council. For clarity, this is not a full demand assessment, but will feed into related work being undertaken by the Council. It is also not a full assessment of Local Plan viability, which is the subject of a separate study recently commissioned by the Council.

Guidance review

2.2 The following chapters of PPG guidance are of key relevance to this Market Strength Assessment and have informed the methodology for this study:

- [Housing and economic development needs assessments](#)
- [Housing and economic land availability assessment](#)
- [Viability](#)

Housing and economic development needs assessments

2.3 PPG states that needs should be assessed in relation to the functional economic area. Establishing the assessment area may identify smaller sub-markets with specific features, and it may be appropriate to investigate these specifically in order to create a detailed picture of local need.

2.4 It goes on to state that it is also important to recognise that there are 'market segments' i.e. not all economic development types have the same appeal to different occupants.

2.5 In relation to the definition of functional economic market areas (FEAs), PPG states that:

Since patterns of economic activity vary from place to place, there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including:

- *extent of any Local Enterprise Partnership within the area;*
- *travel to work areas;*
- *housing market area;*
- *flow of goods, services and information within the local economy;*
- *service market for consumers;*
- *administrative area;*
- *catchment areas of facilities providing cultural and social well-being;*
- *transport network.*

2.6 In order to establish an understanding of the current market in relation to economic development, PPG states that plan makers should liaise closely with the business community to understand their current and potential future requirements. It goes on to state that plan makers should also consider:

- *The recent pattern of employment land supply and loss to other uses (based on extant planning permissions and planning applications). This can be generated through a simple assessment of employment land by sub-areas and market segment, where there are distinct property market areas within authorities.*
- *Market intelligence (from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums).*
- *Market signals, such as levels and changes in rental values, and differentials between land values in different uses.*
- *Public information on employment land and premises required.*
- *Information held by other public sector bodies and utilities in relation to infrastructure constraints.*
- *The existing stock of employment land. This will indicate the demand for and supply of employment land and determine the likely business needs and future market requirements (though it is important to recognise that existing stock may not reflect the future needs of business). Recent statistics on take-up of sites should be consulted at this stage, along with other primary and secondary data sources to gain an understanding of the spatial implications of 'revealed demand' for employment land.*

- *The locational and premises requirements of particular types of business.*
- *Identification of oversupply and evidence of market failure (e.g. physical or ownership constraints that prevent the employment site being used effectively, which could be evidenced by unfulfilled requirements from business, yet developers are not prepared to build premises at the prevailing market rents).*

2.7 In terms of analysing the data collected, PPG advises that a simple typology of employment land by market segment and by sub-areas, where there are distinct property market areas within authorities, should be developed and analysed. It goes on to state that analysing supply and demand will allow plan makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied

Housing and economic land availability assessment

- 2.8 PPG states that an assessment of land availability should assess the suitability of sites for development and the likelihood of development coming forward (the availability and achievability).
- 2.9 PPG states that assessing the **suitability, availability and achievability** of sites including whether the site is economically viable will provide the information on which the judgement can be made in the plan-making context as to whether a site can be considered deliverable over the plan period.
- 2.10 It states that the assessment is an important evidence source to inform plan making but does not in itself determine whether a site should be allocated for development. This is because not all sites considered in the assessment will be suitable for development (e.g. because of policy constraints or if they are unviable). It is the role of the assessment to provide information on the range of sites which are available to meet need, but it is for the development plan itself to determine which of those sites are the most suitable to meet those needs.
- 2.11 PPG sets out that plan makers should assess potential sites and broad locations via detailed surveys to: get an up to date view on development progress; establish a better understanding of what type and scale of development may be appropriate; and gain a more detailed understanding of deliverability including any barriers and how they could be overcome.
- 2.12 PPG states that site surveys should include: identification of land uses and character of surrounding area; physical constraints (e.g. access, contamination, steep slopes, flooding, natural features of significance, location of infrastructure / utilities); potential environmental

constraints; where relevant, development progress; and initial assessment of whether the site is suitable for a particular type of use or as part of a mixed use development.

- 2.13 Specifically in relation to suitability, PPG states that the assessment should be guided by: the development plan, emerging plan policy and national policy; and market and industry requirements in that housing market or functional economic market area. It states that market signals will be useful in identifying the most appropriate use.
- 2.14 It goes on to state that assessment of **suitability** should include consideration of appropriateness and likely market attractiveness for the type of development proposed (alongside physical limitations, landscape impact, environmental / amenity impacts, and contribution to regeneration priority areas).
- 2.15 In relation to **availability**, PPG states that a site is considered available for development where there is confidence that there are no legal or ownership problems.
- 2.16 In terms of **achievability**, including whether a site is viable, PPG states that a site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time; and that this is essentially a judgement about the economic viability of the site, and the capacity of the developer to complete and let or sell the development over a certain period.
- 2.17 PPG advises that when constraints are identified that impact on the suitability, availability or achievability, then the assessment should consider what action would be needed to remove them.

Viability

- 2.18 In relation to viability, PPG states that Local Plans should present visions for an area in the context of an understanding of local economic conditions and market realities.
- 2.19 It also states that there is no standard answer to questions of viability, nor is there a single approach for assessing viability.
- 2.20 PPG sets out that viability assessment should be considered as a tool that can assist with the development of plans and plan policies. It should not compromise the quality of development but should ensure that the Local Plan vision and policies are realistic and provide high level assurance that plan policies are viable.
- 2.21 In relation to individual sites, PPG states that assessing the viability of plans does not require individual testing of every site or assurance that individual sites are viable; site typologies may be used to determine viability at policy level. Assessment of samples of sites may be helpful to

support evidence and more detailed assessment may be necessary for particular areas or key sites on which the delivery of the plan relies.

- 2.22 With regard to brownfield sites, PPG states that provided sites are likely to deliver a competitive return for willing landowners and willing developers authorities should seek to select sites that meet the range of their policy objectives, having regard to any risks to the delivery of their plan. Authorities do not have to allocate only those sites that provide the maximum return for landowners and developers.
- 2.23 PPG states that understanding viability should be an evidence based judgement, with a realistic understanding of the costs and the value of development in the local area and an understanding of the operation of the market.
- 2.24 With regard to costs, PPG states that the following should be taken into account: build costs, known abnormal costs, infrastructure costs, costs of policy requirements (CIL etc.), general finance costs, and professional / sales / legal costs.
- 2.25 With regard to estimated land value, PPG states that this should: reflect emerging policy requirements and planning obligations, provide a competitive return to willing developers and land owners, and be informed by comparable market based evidence wherever possible.

Methodology

- 2.26 Based on PPG guidance, reviewed above, we have developed a methodology for this Market Strength Assessment which brings in the elements of all three strands of the PPG guidance that are summarised above.

Policy review

- 2.27 The first step in our methodology is a policy review. This is in order to establish the national and local planning, economic and transport policy context for the study. This review will provide an overview of the policy context for development in the Kirklees area, and provide an indication of where and what type of economic development is supported (past / present / future), including strategic development locations. This stage of the study will also identify any previously defined FEAs / market zones within Kirklees.

Market review

- 2.28 In addition to the policy review, we will also undertake a market review, which will be a key element of the study. This will consider the market at a national, regional, sub-regional and local scale and the role and position of Kirklees in the market.

- 2.29 In line with the PPG requirements set out above, we will consider market intelligence, market signals, public information on land and premises required, the existing stock of employment land, locational and property requirements of different types of businesses, past take-up data / information on loss of employment land to other uses, and evidence of oversupply and market failure.
- 2.30 We will undertake market research that will include:
- A review of available online data such as recent transactions and availability in the market (Focus, EGi etc.) to provide an indication as to the type, location and scale of market activity across Kirklees, as well as data on transaction values;
 - Liaison with Bilfinger GVA in house agents to seek their views on the existing activity, rents and yields, and strengths and gaps in the employment land / premises offer;
 - Telephone interviews with local developers and agents active in the market, again to seek their views on the existing activity / rents and yields / land and property offer; and
 - Liaison with any Kirklees Economic Development officers.
- 2.31 In this part of the study, we will also include presentation of larger employment sites that sit outside of Kirklees in other local authority areas, but which are relatively close to the boundary. We will consider whether any of these are likely to provide competing employment land for Kirklees.
- 2.32 The research will be used to test any pre-defined FEAs / market zones across the Kirklees area, and/or to define market zones (consideration of FEAs in this study will be market driven, as that is the focus of this exercise). Each market zone will then be profiled.

Site assessments

- 2.33 We will map all of the sites that the Council would like us to assess as part of the study. This will include existing allocations, and sites that have been put forward to the Council through their Call for Sites process. Each site will then be assessed using the proforma included in Appendix 1, which has been developed in line with PPG guidance above (reflecting the elements of PPG which will inform / be informed by considerations of market strength and viability).
- 2.34 The proforma is broken down into three parts:
- Basic site information**, including: site address, source of site (UDP, Call for Sites), market zone, whether the site has been identified by the Council as a strategic site option, the gross site area, the remaining site area (i.e. remaining allocation land), and the planning permission status (for B1/B2/B8 uses and for non B1/B2/B8 uses).

Site assessment - suitability, including:

- Market attractiveness – taking into consideration market activity (evidence of marketing), strategic accessibility, location (urban / rural), and adjacent uses.
- Site constraints – taking into account highways (site access and network capacity / accident clusters), contamination, air quality / noise, topography, other physical constraints, and site clearance requirements.
- Options for B class uses – B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution).
- Optimum market segment – Office location; General industrial / business area; High quality business park; Warehouse & distribution park; R&D / Advanced Manufacturing; Heavy / specialist industrial; Incubator / SME cluster; Specialised freight terminal; Recycling / environmental industries; Site for a specific occupier (expansion site for existing business).
- Scale of occupier – local occupier (in / outside of Kirklees), or inward investor.

Site assessment - achievability, which, based on the proforma categories above, will consider the following:

- Likely economic viability – informed by consideration of the market attractiveness and site constraints assessments above, and including consideration as to the opportunity for public sector intervention
- Timescale for development – immediate – short term (up to 5 years) / medium to long term (5+ years)
- Landowner willingness – willing / unwilling / unknown
- Capacity of a developer to complete and let or sell the development over the plan period – conclusion based on the above 3 categories, and the planning permission status of the site

2.35 The proformas will be completed utilising data provided by the Council in relation to: remaining site areas (where allocations are partly developed), planning permission status, landowner willingness, and highways, environmental health and physical constraints. We will also undertake a site visit to each of the sites on the list and make an assessment informed by our market review stage of work. Sites will be assessed on the basis of catering to any scale / type of occupier (therefore a site which may be most suitable for a small scale local occupier will not be assessed more negatively than a key inward investment site as all types of employment land are important to have within a portfolio of employment land).

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- 2.36 The 'site assessment' element of the proforma will provide a judgement as to site suitability (as required by PPG), with a focus on market attractiveness and the most appropriate economic uses, as required by the Council's brief.
- 2.37 The 'achievability' element of the proforma will be informed by the wider site assessment and enable a judgement on the economic viability of each site and the capacity of a developer to complete and let or sell the development over the plan period (2013 – 2031), again, as required by the Council's brief.
- 2.38 Elements of the proforma will be completed using a traffic light colour code system – this includes market attractiveness, site constraints, likely economic viability and the capacity of a developer to complete and let or sell the development over the plan period.
- 2.39 Where a site is identified as a 'site for a specific occupier' (usually where this is the only realistic option for delivery of employment development), market attractiveness will not be assessed, with the conclusions on economic viability and capacity of a developer informed by site constraints alone.
- 2.40 Where a site is assessed as 'a developer will not have capacity to complete and let or sell the development', the options for B class uses, the optimum market segment, the scale of occupier and the timescale for development will not be assessed as they will not be relevant.
- 2.41 The main body of this written document will include a summary table that picks out these traffic light colours to enable easy review of each site, prepared by market zone / FEA. Mapping will also be prepared that adds a colour wash to each site to correspond with the conclusion of each site assessment in relation to the capacity of a developer to let or sell the development over the plan period.
- 2.42 The main body of this written document will also include a profile of the strategic site options, and will focus on the proformas completed for those sites, seeking to provide a market led profile/ recommendations of these sites and locations.

Conclusions

- 2.43 The study will be concluded with a profile of each market zone, with the identification of sites that we consider are suitable and achievable for economic development, alongside our recommendations in relation to the strategic sites.
- 2.44 As required by the Council's brief, we will identify trends in relation to market constraints and make suggestions as to what actions can be taken to overcome them. Where applicable, we will identify the variety of delivery models and mechanisms available and the advantages and disadvantages of each.

3. Policy Review

National planning policy

3.1 The national policy position is set out within the NPPF and PPG. Key principles within these documents include:

- the commitment to securing economic growth in order to create jobs and prosperity, including a presumption in favour of sustainable development;
- the need to plan proactively to meet the development needs of business and support an economy fit for the 21st century;
- the avoidance of long term protection of sites allocated for employment use where there is no reasonable prospect of it being used for that purpose;
- a duty for public bodies to co-operate on planning issues that cross administrative boundaries, including for strategic site priorities such as economic development requirements and land supply;
- a requirement to identify objectively assessed development need, on a functional economic area basis; and
- the sequential test for main town centre uses, including B1(a) offices, giving priority for new developments in that category to be located on town centre sites, ahead of edge of centre locations, and finally out of town locations.

3.2 PPG is reviewed in detail in the Methodology section of this report.

Local planning policy

Kirklees Unitary Development Plan (1999)

3.3 This document sets out the Council's policies and proposals for the use and development of land and buildings. A number of policies within this document expired from 28 September 2007 however all other policies were saved by the Secretary of State and as such continue to have effect in the absence of an up to date Local Plan.

3.4 The UDP states that business and industry in Kirklees is based on traditional manufacturing services such as textiles, engineering and chemicals, however in recent years there has been diversification with the establishment of new industries. The report indicates that the Council's

objectives are to increase and diversify employment opportunities by strengthening and broadening the economic base.

- 3.5 Saved Policy B1 states the employment needs of the district will be met by providing land to accommodate the requirements of existing Kirklees business and the establishment of new businesses, maintaining the stock of established business and industrial premises where appropriate, accommodating the extension of business premises where appropriate and providing for office uses to be established particularly in town centres and older industrial areas.
- 3.6 Saved Policy B2 advises on sites which are allocated for business, general industrial and storage and distribution uses (classes B1, B2 and B8). These include areas within Colne Valley, Meltham, Holme Valley, Kirkburton, Denby Dale, Huddersfield Town Centre, Huddersfield North, Mirfield, Dewsbury/Thornhill/Ravensthorpe, Batley/Birstall, Heckmondwike and Cleckheaton. The overall distribution of land allocated for business and industry including use restrictions are shown below:

Figure 3.1: Policy B2 land allocations

Figure B2 Land for Business and Industry	Hectares (developable area)			
	B1 uses only	B1/2	B1/B2/B8	TOTAL
Heavy Woollen Area	5.8	16.5	141.1	163.4
Huddersfield and Colne Valley	10.5	27.3	41.2	79.0
Holmfirth/ Meltham	-	-	9.3	9.3
Kirkburton/ Denby Dale	-	-	26.7	26.7
TOTAL	16.3	43.8	218.3	278.4

Source: UDP (1999)

- 3.7 Saved Policy B3 instructs that proposals for development within allocated areas should ensure buffer zones identified are kept free of industrial buildings and should provide for screening with tree planting or other means.
- 3.8 Saved Policy B4 indicates that proposals involving the change of use of premises and sites with established use, or last used for business and industry will be considered having regard to a set of criteria including the suitability of the site for continued business and industrial use; the availability of business and industrial premises of equivalent quality; the number of jobs likely to be created/maintained; the compatibility of the proposed use with surrounding uses; the

effect on the future operational flexibility of neighbouring businesses; the effect of any buildings of architectural or historic interest; the effect on local amenity; the effect on the local highway network; and the potential for the site to be served by rail or water for the transport of freight.

3.9 Saved Policy B5 specifies that proposals for the extension of business premises will be permitted provided the amenity of occupiers of neighbouring properties, visual amenity and highway safety are safeguarded.

3.10 Saved Policy B6 states that proposals for the conversion of buildings and redevelopment in older industrial areas to accommodate class B1 uses will normally be permitted.

[Kirklees Council Core Strategy \(2012\) \(Withdrawn\)](#)

3.11 At paragraph 5.7, the withdrawn Core Strategy states:

Huddersfield is the main employment and shopping centre in Kirklees drawing in workers and shoppers from the Colne and Holme Valleys in particular. Nevertheless there is a strong commuting link between Huddersfield and Leeds. The main towns of north Kirklees, Dewsbury and Batley, do not have such a significant local role as Huddersfield, with many north Kirklees residents working and shopping in neighbouring towns and cities. Huddersfield and Dewsbury and Batley retain a strong manufacturing base, a factor which they share with south Leeds, Brighouse and Elland in Calderdale and south Bradford. Huddersfield, Dewsbury and Batley also occupy a central position in the trans-Pennine belt of cities from Liverpool and Manchester to Leeds, York and Hull, linked together by the M62 and trans-Pennine railway.

3.12 In terms of employment land, at paragraph 5.32, the withdrawn Core Strategy sets out the following proposed locations for employment land release:

- [Huddersfield](#)
 - [Cooper Bridge \(42 hectares\)](#)
- [North Kirklees](#)
 - [A653 north east of Chidswell \(35 hectares\)](#)
 - [Birstall area \(15 hectares\)](#)
 - [Cleckheaton area \(10 hectares\)](#)

- South Kirklees
 - Clayton West (15 hectares)
 - Meltham (5 hectares)
- 3.13 Paragraph 5.37 states that most of the locations identified are in the north of the district, with good access to the M62 for ease of heavy goods vehicle movement and convenient access to centres in the city region. The locations in the south of the district have been identified to facilitate a continued local supply of employment opportunities.
- 3.14 Paragraph 5.42 states that if the job requirement is to be met it is essential not only to provide new land but also to compensate for loss of employment land to other uses and to protect the existing supply where it satisfies business needs.
- 3.15 Policy SCS1 states that new development will be located in accordance with the role and functions of each tier of the settlement hierarchy. The identified settlement hierarchy is as follows:
- Settlement Tier 1: Huddersfield (including Golcar, Milnsbridge, Netherton, Lepton and Kirkheaton).
 - Settlement Tier 2: Dewsbury (includes Ravensthorpe and Thornhill) and Batley.
 - Settlement Tier 3: Heckmondwike (includes Roberttown), Cleckheaton, Mirfield and Birstall.
 - Settlement Tier 4: Holmfirth (includes Thongsbridge and New Mill) Marsden, Slaithwaite, Meltham, Honley/Brockholes, Kirkburton/Highburton and Skelmanthorpe.
 - Settlement Tier 5: Birkenshaw/East Bierley, Gomersal, Scholes (Cleckheaton), Linthwaite, Denby Dale and Scissett/ Clayton West.
 - Settlement Tier 6: Oakenshaw, Hartshead, Upper Hopton, Grange Moor, Flockton, Emley, Upper Cumberworth, Lower Cumberworth, Upper Denby, Shelley, Shepley, Stocksmoor, Thurstonland, Farnley Tyas, Scholes (Holmfirth), Hepworth, Hade Edge, Netherthong, Upperthong, Holmbridge, Scapegoat Hill, Welhouse and Outlane.
- 3.16 With an emphasis on the creation of higher paid employment opportunities in Kirklees in addition to reducing the growth of out- commuting, Core Strategy Policy SCS22 states that provision will be made for 171,300 sq.m of new office development in level 1 (sub regional town centre), 2 (large town centre) and 3 (small town centre) centres, with around 85% provided in Huddersfield town centre.

- 3.17 This policy supports proposals for office development on existing and allocated employment sites where it can be demonstrated there are no suitable and available sites capable of accommodating the proposed development within or on the edge of the nearest level 1, 2 or 3 centre.
- 3.18 Although the Core Strategy does not directly specify land for development, Core Strategy Policy SCS23 states that 240 hectares of land for employment will be provided in the following strategic locations:

Figure 3.2: Policy SCS23 employment land locations

Location	Hectares
Strategic Locations:	
Huddersfield – Cooper Bridge (SL1)(1)	42
Dewsbury – A653 north-east of Chidswell (SL2)(2)	35
Urban Extensions:	
Birstall area (more than one site may be allocated)	15
Cleckheaton area (more than one site may be allocated)	10
Clayton West	15
Meltham	5
UDP allocations (> 5 hectares):	
Lindley	31
Slipper Lane, Mirfield	11
Birstall Smithies	5
Previously developed unallocated land:	
Kirklees Strategic Economic Zone (KSEZ)	15
Other sites:	
UDP allocations <5 hectares and planning permissions	56
Total	240

Source: Withdrawn Core Strategy (2012)

- 3.19 The Kirklees Strategic Economic Zone (KSEZ) is identified as the Leeds Road corridor in Huddersfield where the Council aims to create one of the most significant and sustainable concentrations of employment related activity within West Yorkshire.
- 3.20 Core Strategy Policy SCS24 states that within Priority Employment Areas proposals for uses other than employment will not be appropriate. It goes on to state that proposals for redevelopment resulting in a non-employment use or for the conversion or change of use of sites and premises in use or last used for employment, will be inappropriate unless it can be demonstrated the site or premises are no longer capable of employment use, and the proposed use is compatible with neighbouring uses and, where applicable, would not prejudice the continued use of neighbouring employment land.

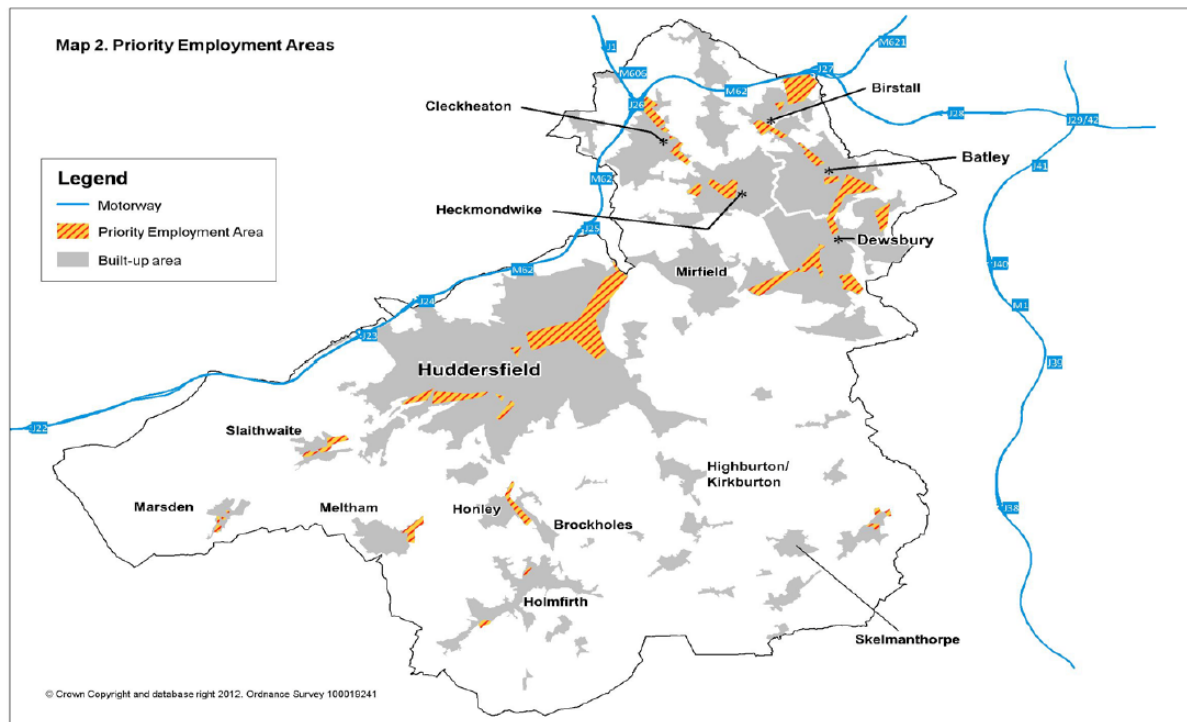
Priority Employment Areas (2012)

- 3.21 The Priority Employment Areas report assesses the suitability of existing employment areas across Kirklees for continued business and industrial use. The study determines how much of the existing employment stock is appropriate (in quantitative, qualitative and location terms) to meet the needs of modern business operations. Those sites which meet specific criteria have been protected and identified as Priority Employment Areas (PEAs).
- 3.22 The identification of PEAs is part of the Kirklees Council's strategy to build a prosperous economy and accords with priorities set out in the Integrated Investment Strategy (IIS), the Sustainable Community Strategy (SCS), the Kirklees Strategic Economic Zone (KSEZ) and the Local Economic Assessment (LEA) which include:
- to grow and sustain business;
 - to support higher levels of economic growth;
 - to provide the right type of employment land to raise local economic capacity;
 - to take advantage of locations to exploit economic links with Leeds, Manchester and Sheffield City Regions; and
 - to support competitive, resilient and enterprising business.
- 3.23 The study sets out that the Kirklees economy is the third largest in the Leeds City Region and, in terms of manufacturing jobs, the third largest in England. It states that there are established manufacturing companies in Kirklees, particularly in high value-added textiles, design and engineering as well as companies developing low carbon products. Taking account of the district's regional and national status it is important, and a Council priority, to maintain and strengthen this position.
- 3.24 The study goes on to state that there are two distinct areas to the district, Dewsbury and the wider north of Kirklees, and Huddersfield and the Valleys in the South. The latter are more self-contained than north Kirklees and benefit from advanced manufacturing and creative industries. The former area is well connected to the motorway network which is an asset to the existing manufacturing and haulage operations. The study also recognises that the area is also dependent on larger neighbouring areas like Leeds and Bradford for its employment needs.
- 3.25 The study found that North Kirklees is well placed to take advantage of the motorway network which includes the M62 and M1, and predominantly consists of B2 and B8 uses. There are well established business clusters to the south and east of Dewsbury but parts are also at significant

risk of flooding – the south in particular. The employment areas off junction 26 and 27 of the M62 provide the most suitable locations for storage and distribution operations.

- 3.26 This area is home to two of the three major town in Kirklees; Dewsbury and Batley. Both towns are a focus for regeneration for the Council which heightens the importance for a strong economy to support the wider strategic objectives of the local authority. The study identified 21 PEA sites in North Kirklees.
- 3.27 Huddersfield is identified as well placed to take advantage of its close proximity to the motorway junctions of the M62. Public transport is strong in the general area with Huddersfield being the main public transport hub for rail and bus. Huddersfield is home to some of the district's advanced manufacturing companies and creative industries, some of which continue to grow. Whilst the topography is flat, some areas in Huddersfield do suffer from flooding.
- 3.28 The A62 corridor represents the main area where there is a significant concentration of businesses and as such is of strategic significance to the Council's employment growth aspirations. The study identified 9 PEA sites for Huddersfield.
- 3.29 South Kirklees is seen as significantly different to north Kirklees and Huddersfield as it consists of much smaller towns and settlements with large expanses of Green Belt in-between. In general and particularly in the west, much of the employment stock is formed along the river valley bottoms which suffer from topographical and flooding issues.
- 3.30 Much of the employment stock here is more isolated in terms of proximity to existing markets and the strategic road networks, and is less accessible by public transport. The study identified 15 PEA sites for South Kirklees.
- 3.31 A total of 45 employment areas were identified and included as PEAs. These are identified in the figure below.

Figure 3.3: Priority Employment Areas



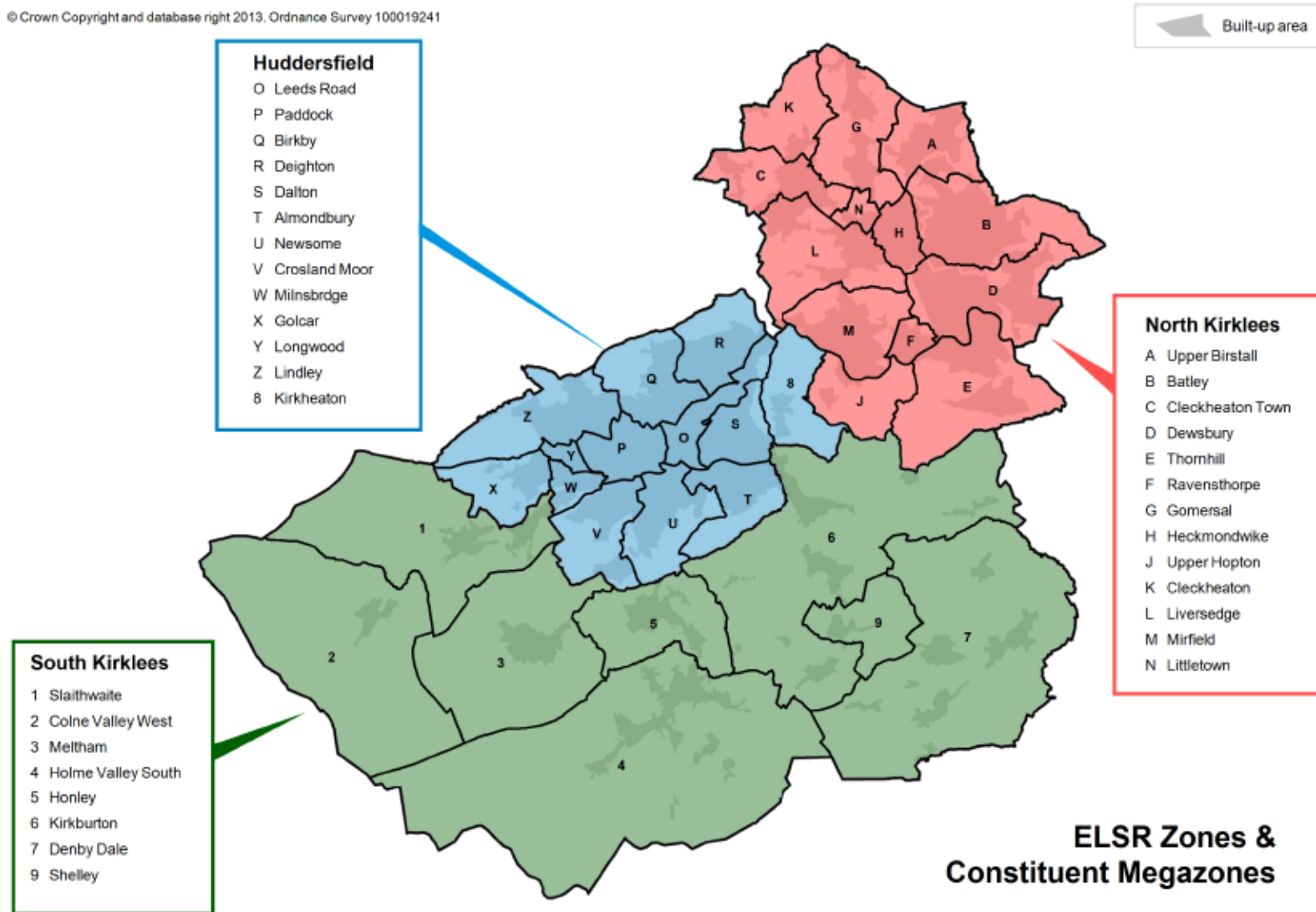
Source: PEA Report (2012)

Employment Land Supply Reviews (2008 – 2013)

- 3.32 Kirklees Council has published Employment Land Supply Reviews (ELSR) for the years 2008, 2009, 2010, 2012, and 2013. These documents provide a record of sites within the authority which includes land that is available, committed, being held by owners for their own purposes or where intentions are unknown (expansion), landlocked and constrained.
- 3.33 Each ELSR identifies three 'sub areas' within Kirklees – Huddersfield, North Kirklees and South Kirklees. Each of these is made up from a series of megazones. These are shown in Figure 3.4 below (extracted from the 2013 ELSR report).
- 3.34 The 2013 ELSR concludes that there are 90.56ha of available industrial land in Kirklees, with 35.22ha in North Kirklees, 48ha in Huddersfield and 7.34ha in South Kirklees. It also indicates that there is a total of 23.76ha of committed land with a valid full planning permission for an employment (use excluding retail and leisure).

Figure 3.4: Employment sub areas and megazones

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Source: ELSR (2013)

Employment Land Forecasts, Market Analysis of Sites and Recommended Interventions and Initiatives to Promote Economic Growth (2008)

- 3.35 This report prepared by Knight Frank forms part of a wider study by Kirklees Council into the economic development activity in Kirklees. It looks at anticipated job growth and the required initiatives and interventions to meet an inspirational growth scenario.
- 3.36 The report indicates that Kirklees has previously acknowledged that 130ha of land was recommended to be allocated for employment (B1(b, c), B2 and B8) for the Regional Spatial Strategy (RSS) plan period 2006-2021, however the report states 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.
- 3.37 The report states that Kirklees Council is of the view that the RSS analysis failed to take into account the fact that economic growth and manufacturing looks to be robust with a much slower decline within its Metropolitan area than nationally. It also considers that the RSS fails to account for specific circumstances relating to the character of the existing employment land in Kirklees.
- 3.38 This report considers a number of scenarios for future demand for additional employment land within Kirklees, and recommends that a high growth scenario up to 2026.
- 3.39 The report indicates that there is significant employment potential in Kirklees and robust traditional industries continue to thrive. The location of Kirklees between Leeds and Manchester is a positive factor. Most of the existing employment allocations 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 reallocation for other land uses. It identifies that market forces alone will not deliver the Council's aspirations and therefore they need to embrace the private sector and public bodies in order to realise the potential that is considered to exist.
- 3.40 The report concludes that for 'Traditional Urban Sites' accommodation is fit for purpose for small local businesses and some small new business start-ups. It recommends that advice should be sought to ascertain whether these can remain viable in the longer term.
- 3.41 With regard to the 'Valleys Sites', the report concludes that these are unlikely to cater for anything other than very localised demand in the future. It states that consideration should be afforded to the scope for these sites to be reallocated for an alternative beneficial use such as housing.

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- 3.42 For 'Rural Sites', the report advises that where these are 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.
- 3.43 The 'Sites Adjacent to the Motorway' are considered 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. The report states that with intervention, these sites are likely to be appropriate locations for manufacturing and distribution uses.
- 3.44 In terms of offices, the report concludes that currently there is no 'Grade A' quality space in Huddersfield. It states that Kirklees Council should afford consideration to regeneration for commercial development within Huddersfield Town Centre's ring road.
- 3.45 The Civic Centre is considered a key office location which if retained or redeveloped could play a significant role in the promotion of the office sector.
- 3.46 The report recommends that initiatives and interventions to grow the office sector should be focused on Huddersfield before Batley and Dewsbury.

Huddersfield Office Market Assessment (2011)

- 3.47 The Huddersfield Office Market Assessment, produced by DTZ, reviews current supply and demand issues and wider viability constraints to office development in Huddersfield. The report assesses sites outside of the Waterfront Quarter (which was a high priority for office development for the Council).
- 3.48 The key points for the area are that historically there has been a poor take up of space in some of the best locations within the town centre with occupiers preferring to go out or to the edge of town where more modern accommodation with flexible floorplates can be built more freely and cheaply. It is noted that such out of town locations provide a fairly sterile working environment with poor facilities for staff resulting in companies reporting a high staff turnover.
- 3.49 The report notes that the major office occupier is Kirklees Council together with Government occupiers and Huddersfield University whose premises are within the defined town centre.
- 3.50 One of the key issues highlighted in the report is that much of the available floorspace is no longer suited to the needs of the modern occupier, or in a poor location and, as such, will negatively impact on future take-up rates pushing occupiers elsewhere or forcing them to remain in existing accommodation.

- 3.51 The report highlights that there are identifiable barriers affecting the viability of delivering high quality office accommodation in Huddersfield. These include the availability of finance, occupier demand, and an oversupply of existing listed office accommodation.
- 3.52 The report concludes that there is a significant supply of sites and premises with the potential for office use in Huddersfield, and that the key for Kirklees Council is to prioritise their involvement in such a way as to ensure the delivery of high quality offices which will both supply existing and future occupational needs. It states that there are two sites which have the potential to provide the quality office accommodation in the short-medium timescale; new build at the Waterfront Quarter and conversion of the former railway warehouse at St George's Quarter.

Economic policy

The Leeds City Region Local Enterprise Partnership (LEP)

- 3.53 The enactment of the Localism and Decentralisation Bill in November 2011 marked the end of employment targets and policy at a regional scale, emphasising the importance of having a credible and robust evidence base to justify employment requirements at the local level. This included the abolition of the regional planning structures in place across the country.
- 3.54 The definition of LEPs as stated by the Department for Communities and Local Government (DCLG) is locally-owned partnerships between local authorities and businesses formed to play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. It also sees them as a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery.
- 3.55 The Leeds City Region Local Enterprise Partnership (referred to as 'the Leeds LEP') was formed in 2011. The Leeds City Region includes the local authority districts of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York. The Leeds City Region is the largest City Region economy outside London and has the potential to become an economic powerhouse. The Leeds LEP's aim is to overcome barriers to private sector growth and create more opportunities for businesses to develop and provide jobs.
- 3.56 The Leeds City Region Strategic Economic Plan (SEP) was agreed with Government in July 2014 with the stated ambition to deliver an additional £5.2 billion in economic output and an extra 62,000 jobs in the Leeds City Region by 2021. The plan is to unlock the Leeds City Region's potential, become the growth engine for the north and rebalance the nation. The SEP focuses on the following areas of activity:

- supporting growing businesses;
- developing a skilled and flexible workforce;
- building a resource smart City Region; and
- delivering the infrastructure for growth.

3.57 Cooper Bridge is identified as a strategic employment site in Kirklees between Brighouse and Mirfield, close to the M62 (J25) and with a potential focus on manufacturing and engineering.

3.58 Chidswell has also been identified as a strategic employment site in the district and is located between Dewsbury and Batley with good access to the M1 (J40) and the M62 (J28). This is a mixed use site with an employment element focussing on manufacturing and engineering.

3.59 The SEP also indicates that there is strategic investment opportunity at the University of Huddersfield with a proposal to provide incubator and grow on facilities at Globe Mill in Slaithwaite, with support for innovation, mentoring and venture capital to promote growth in the advanced manufacturing sector, to complement the 3M Buckley Innovation Centre in Huddersfield.

Leeds City Region Growth Deal

3.60 In July 2014, the Leeds LEP agreed a £1bn Local Growth Deal with government that they state will create tens of thousands of new jobs and accelerate economic growth across the entire City Region. The deal includes:

- £627m between 2015 – 2021 from the government’s Local Growth Fund to deliver the economic agenda outlined in the LEP’s Strategic Economic Plan – with £73m of new funding confirmed for 2015/16
- £420m between 2015 – 2035 to deliver the West Yorkshire plus Transport Fund

Kirklees Economic Strategy for Consultation (2014)

3.61 The vision of the Kirklees Council Economic Strategy (for consultation) “is for Kirklees to be recognised as the best place to do business in the north of England and one where people prosper and flourish in all of our communities”.

3.62 The document states that with its location between Leeds, Manchester and Sheffield, within one hour, Kirklees has a population of over 8 million people and a workforce of 3 million, an economy worth around £150 billion with around 250,000 businesses, fast road and rail links to major cities and markets and good access to ports and airports, and the University of

Huddersfield with its excellent reputation as one of the leading universities in the country and pronounced strengths in engineering, metrology, enterprise and innovation.

3.63 The strategy is based on five priorities which include:

- precision engineering and innovative manufacturing: strength in depth and excellence;
- innovation and enterprising businesses: championing creativity, entrepreneurship and resilience;
- workforce, skills and employment: extending opportunity and powering businesses success;
- infrastructure: making it easier for businesses to succeed and for people to access work;
- quality place:- locations of choice for people, business and investment.

3.64 The Strategy identifies six headline initiatives:

- Consolidate Kirklees as the heart of a growing innovative manufacturing and engineering cluster in Leeds City Region with stronger supply chains and radically improved innovation and exports activity;
- Maximise the impact of a suite of high quality innovation and enterprise assets, including developing a Process Engineering Facility at Kirklees College and the Globe Mill Environmental Technology Centre to complement existing centres;
- Implement an action programme to enhance enterprise, skills and opportunities for young people, in order to maximise their economic contribution, ensure routes for progression and tackle youth unemployment;
- Develop strategic employment sites to stimulate jobs and growth, with focus on manufacturing and engineering supported by associated major infrastructure improvements;
- Revitalise Huddersfield town centre including through an enhanced independent retail, cultural and leisure offer; mixed use development of the Waterfront Quarter and other key sites; and next generation digital connectivity;
- Kick start the transformation of Dewsbury building on its strategic location and driven by integrated housing and economic development in the town centre.

Kirklees Business Deal (2013)

- 3.65 The Kirklees Business Deal document aims to summarise how Kirklees Council and business can work together to achieve shared priorities.
- 3.66 In relation to Priority 1 'Strength in depth & excellence', the Business Deal states that Kirklees has an established reputation for engineering and manufacturing. It states that the sector's concentration is double the national average, and that it combines breadth with high added value activities and real niche strengths. Those include design, process, electrical and mechanical engineering and products that are critical to automotive, energy and low carbon supply chains such as gears, valves, pumps and turbo chargers.
- 3.67 The Business Deal states that the extent and specialism of the sector locally provides a solid foundation for further expansion – and one that cannot easily be replicated. It states that this means that both skills and supply chain opportunities are available, and Huddersfield's university and colleges already have well developed expertise and courses in engineering disciplines. Other assets include the Huddersfield Textile Centre of Excellence and linkages to the sector and to 12 universities elsewhere in the Leeds, Manchester and Sheffield city regions, including the Advanced Manufacturing Research Centre near Sheffield.
- 3.68 In relation to Priority 3 'Infrastructure', the Business Deal sets out the following aims / objectives:
- Office space outside town centres will be located on strategic employment sites and an increase in land released for employment has been proposed accordingly.
 - Our efforts will be concentrated along our strategic employment and transport corridors of the A62 / A644 leading to the proposed Cooper Bridge site; and along the A653 to the site proposed at Chidswell. This will unlock significant opportunities for new investment and employment, and in the case of Cooper Bridge, will link to the manufacturing arc that flows through South Leeds, Dewsbury, Batley, Huddersfield, Brighouse and South Bradford. We will use our influence to secure new funds for Kirklees from city-regional and national sources to drive transport and other infrastructure improvements in these areas.
 - We will seek to bring forward employment land in Birstall, Cleckheaton, Clayton West and Meltham offering more locally significant employment and investment opportunities.
 - We will build on other assets including the Media Centre in Huddersfield, which can provide an anchor point for the growth of creative businesses.
 - Likewise, we will capitalise on recent improvements to ensure that key gateways and centrepieces such as St George's Square in Huddersfield create positive impressions that attract businesses and skilled employees to base themselves in Kirklees. That will drive up

demand and create a virtuous circle where a better urban environment boosts trade and profits and in turn attracts more investment and thriving town centres. Our emphasis on digital connectivity will focus on transforming the digital landscape in Kirklees to create world class connectivity to support innovation and economic growth.

- We will look to a rollout of high speed connectivity in key urban areas and along our strategic economic corridors; and we will encourage partners in the district to promote their own superfast networks and connectivity such as that between the University of Huddersfield and the Daresbury Science and Innovation Campus in Cheshire.

Advanced Manufacturing in Leeds City Region (2012)

- 3.69 This report produced by Mazars LLP was commissioned to better understand the nature of advanced manufacturing in the City Region, its current size and strengths, and the barriers to growth.
- 3.70 The report states that advanced manufacturing is said to involve the use of technology to improve products and/or processes and is more of a concept than a definable sector. It states that advanced manufacturing has been identified as a strategic priority sector by the Leeds City Region LEP, building on existing support for the sector and the City Region's current strengths and assets. This has been encouraged through National Government who have made advanced manufacturing and the manufacturing sector overall one of its priority areas in a number of national economic papers produced in 2010 and 2011, culminating in the March 2011 "Plan for Growth".

Kirklees District Employer Surveys (2008 – 2013)

- 3.71 Kirklees District Employer Surveys have been produced for Kirklees Council for the years 2008, 2009, 2011 and 2013.
- 3.72 The most recent report produced in 2013 found that employers within the Kirklees district are predominantly small employers and single site establishments, with the majority operating in the private sector. It also suggests a move away from traditional manufacturing basis of the local economy as one in three employers have been established in the last 5 years and these employers are primarily found in the information/communication sector.
- 3.73 The report found that 29% of private sector businesses reported an increase in turnover in the last 12 months compared with the previous 12 months, and 27% reported a decrease in turnover in the same period. 15% of businesses have seen employee numbers increase over the past 12 months, while 14% have seen employee numbers decrease.

- 3.74 The study also found that 15% of all employers in Kirklees will require further land in the next 3-5 years. Of those needing more space, 31% will expand at their current location and 57% would move locations.
- 3.75 Access to transport links was the most commonly cited main benefit of the location of the business which was closely followed by personal/historic reasons, quality/size of premises, overall attractiveness of the area, and quality of local environment.
- 3.76 The survey identifies that the largest employment sector is manufacturing with 23,200 employees. This is closely followed by the health sector then retail sector. This trend has continued through previous years as can be seen from the earlier Employer Surveys produced.

Prospect for Green Jobs to 2020 (2011)

- 3.77 The report estimates that there are approximately 2,300 primary green jobs in Kirklees, with waste and recycling being the largest sector with 31% of total employment followed by energy management (20%) and renewable energy (14%).
- 3.78 The report states that Kirklees accounts for approximately 11% of the total primary green jobs employment in Leeds City Region.
- 3.79 The report indicates that about 7,300 are employed in the secondary green sectors in Kirklees which is about 10% of the Leeds City Region total. Of these secondary green sectors construction of buildings is the largest (36%), followed by plumbing, heating and electrical installation (22%) and sustainable transport (16%).
- 3.80 The report also considers the sectors which are under the highest threat in terms of jobs losses due to the transition to a low carbon economy. These include chemicals, metals, construction and transport.

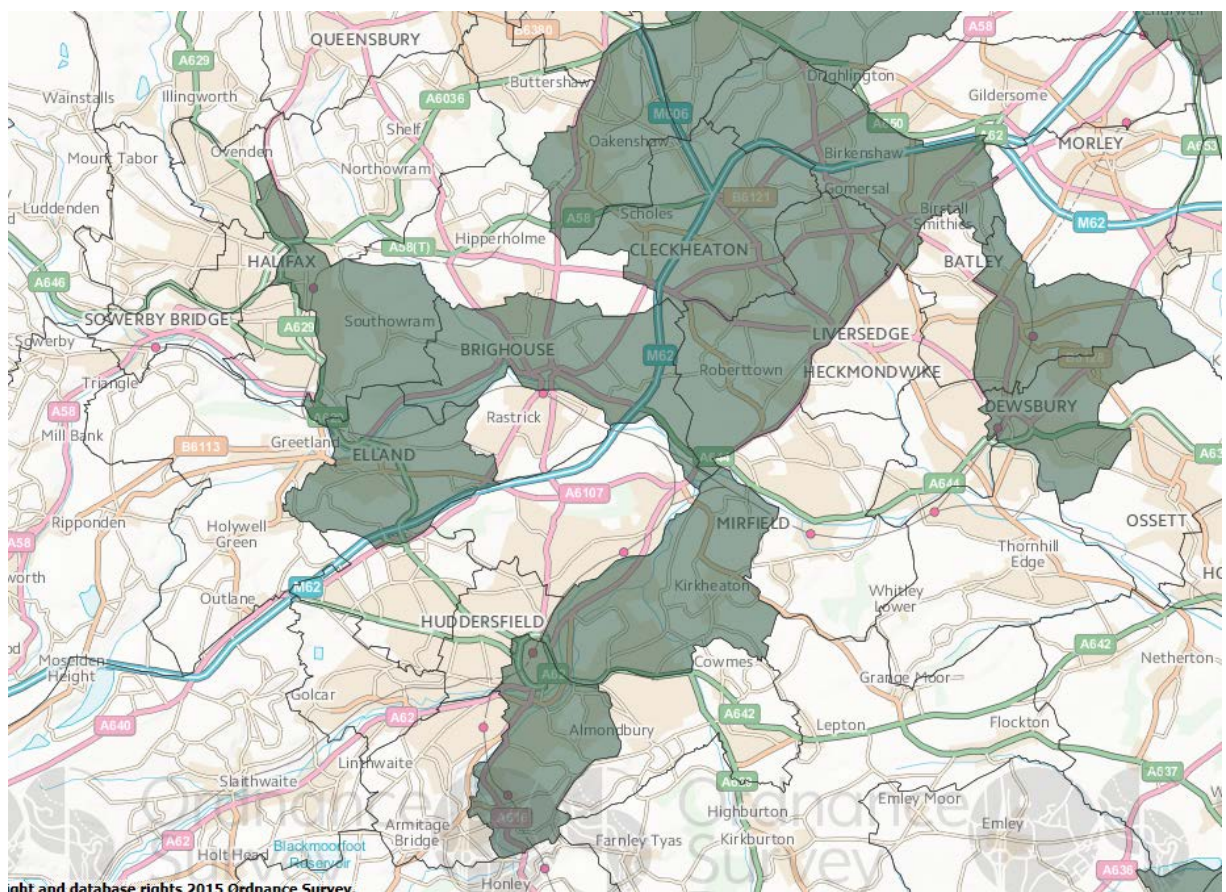
Assisted Areas

- 3.81 Assisted Area status is a form of public sector assistance that allows for a different level of aid (usually grant assistance) to be provided to businesses in the area compared to those outside the area. It is a form of regional policy to try and encourage investment into those areas.
- 3.82 These incentives can make a massive difference when attracting footloose inward investment enquires. UK Trade & Investment (UKTI), which is the Government portal for Foreign Direct Investment (FDI) enquires, will often only ask for responses from Assisted Area locations.
- 3.83 In Kirklees, the wards with Assisted Area status are mostly located to the north of the area, although two are in Huddersfield. They are:

- Batley East
- Birstall and Birkenshaw
- Cleckheaton
- Dalton
- Dewsbury East
- Liversedge and Gomersal
- Newsome

3.84 The map below indicated the location of these assisted areas.

Figure 3.5: Assisted Areas



Source: Government Assisted Area interactive map (July 2015)

Transport policy

'West Yorkshire plus' Transport Fund

- 3.85 As set out in the Council's Cabinet Report dated 25th April 2013, decades of under investment means that the capability of the transport network has not kept pace with economic and population growth which will hamper future economic growth unless addressed.
- 3.86 The report details that in addition to a change in governance arrangements and creating an opportunity for Rail Devolution, the Leeds City Deal with Government also includes a proposal to create a £1billion fund to invest in transport in West Yorkshire and York over the next decade.
- 3.87 The report indicates that 15% of the fund will be spent on schemes within the Kirklees District and that there is additional value for residents and businesses in Kirklees by connecting the District to employment opportunities and business markets across Yorkshire.
- 3.88 It states that the Core Projects (those which are catalysts and enablers of change, have the greatest direct short term economic impact and generate funding to reinvest in further transformational projects) are forecast to deliver in Kirklees: 16% of West Yorkshire's additional employment growth, 15% of West Yorkshire's additional GVA growth, and 20% of West Yorkshire's additional residents in employment.
- 3.89 The core projects in Kirklees that have been identified as deliverable within the 10 year period of the fund are detailed below:

Figure 3.6: Kirklees core projects – West Yorkshire plus Transport Fund scheme list

Scheme Name	Summary of Scheme Impacts	Outline Scheme Description
A62 Huddersfield to Heckmondwike & A644 Dewsbury to M62 including Cooper Bridge	This will support employment growth in the Cooper Bridge area by providing better access from existing new housing in Dewsbury, Huddersfield and part of Calderdale. Improved access to the M62 provides wider connectivity improvements. Supports housing growth in South Dewsbury.	Highway work, including road widening, junction improvements and a new relief road round Ravensthorpe, to deal with congestion in and around the Cooper Bridge Gyratory junction to the east of Huddersfield and facilitate access to the development site. Includes road widening, junction improvements and a new relief road around Ravensthorpe.

New motorway junction 24a on the M62	Provides better access to the M62 for residents and businesses in north Huddersfield and east Calderdale, reducing congestion at Cooper Bridge and junctions 24 and 25. Supports the growth of Cooper Bridge employment site.	A new motorway junction to tackle regular delays and queuing vehicles backing up on the M62. A new restricted access grade separated motorway junction with east facing slip roads.
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Source: Kirklees Council Cabinet Report 25th April 2013

3.90 The following cross boundary schemes have also been identified in the report:

Figure 3.7: Cross boundary schemes – West Yorkshire plus Transport Fund scheme list

Scheme Name	Summary of Scheme Impacts	Outline Scheme Description
A641 Bradford to Huddersfield Corridor	Supports employment and housing growth along the Bradford – Huddersfield corridor and across east Calderdale, including east and south Brighouse. Improves access to the M62 and Cooper Bridge.	Town centre improvement works in Brighouse to improve pedestrian and cycle access, bus speeds and the urban realm. A new bypass around Brighouse to the east and south.
A653 Leeds-Dewsbury Corridor	Supports housing and employment growth in north Dewsbury (Chidswell) while providing existing and new residents with faster access (by car and bus) to Leeds city centre, White Rose, Aire Valley and the M62 corridor.	Corridor improvement incorporating bus reliability, capacity enhancements, park and ride facilities and highway capacity improvements at key junctions. Includes developing express bus services between Leeds City Centre and Dewsbury (with stops at key locations such as business parks, park and ride sites, and shopping centres), creation of bus lanes, bus priority schemes, and highway, junction and traffic light improvements.

Halifax- Huddersfield A629 Corridor	<p>This scheme would help transform Halifax town centre and support the city centre action plan. It would open up new employment land to the east of the centre, while also providing a faster more sustainable and reliable route to Halifax and Huddersfield from the M62. It would support faster two way bus commuting between Halifax and Huddersfield, as well as sustainable (bus based) access to the two centres to/from the M62. This would support employment growth. Businesses in Calderdale and Kirklees would become better connected to labour markets across West Yorkshire.</p>	<p>Traffic light priority and major and minor junction improvements for access into Huddersfield and Halifax including an additional lane at Salter Hebble junction facilitating easier vehicle movements to Copley and Sowerby Bridge and a reconfiguration of the Ainley Top roundabout to reduce delays. This scheme includes road space and junction reorganisation, signals optimisation, park and ride sites including at Ainley Top, an express bus service, and gating along the corridor to control access to bottlenecks and to give priority to HGVs and LGVs with a more direct route provided to the A58.</p>
CalderVale Line Enhancements (Leeds-Bradford- Halifax- Manchester)	<p>The scheme will make it easier to access employment opportunities (particularly in Manchester, Halifax, Bradford and Leeds) for communities living along the route.</p>	<p>Short term enhancements designed to assist the case for electrification. Includes an increase in frequency of services to/from Manchester and improvements to rolling stock.</p>

Source: Kirklees Council Cabinet Report 25th April 2013

3.91 Although not finalised, the following transformation schemes have been discussed in Kirklees:

- [Huddersfield Southern Orbital](#)
- [Development of Platform 9 at Huddersfield Rail Station](#)
- [Dewsbury Town Centre and orbital improvements](#)
- [A652 Bradford Road/Batley Corridor improvements](#)

4. Property Market Review

Introduction

4.1 This property market review focusses on the main commercial sectors within use classes B1, B2 and B8 in Kirklees. The report acts as a point-in-time review of the market and it should be noted that economic demand forecasting falls outside of the scope of this review.

4.2 This review is based on information that was made available as at April 2015 and is structured as follows:

- An economic context;
- A national and regional commercial property market perspective;
- A local property market assessment of the main commercial sectors;
- An assessment of employment land take-up data;
- An assessment of the level of past losses of employment land to residential use;
- A review of large employment sites in neighbouring authorities; and
- A profile of the market zones in Kirklees.

Economic context

4.3 Gross Domestic Product (economic output) is one of the main indicators of economic growth: it demonstrates the activity of the Country in respect of all of the services and goods produced. UK economic output rose by 0.6% in the fourth quarter, slightly below trend and a modest deceleration from 0.7% in Q3 and 0.8% in Q2. UK output is now more than 3% above the previous peak reached in 2008.

4.4 Manufacturing output growth has slowed for the third consecutive quarter to just 0.2% in Q4, the lowest rate since Q1 2013. Recent healthy growth in the construction sector reversed in Q4, with a -2.1% fall, although the figures are quite volatile, and output is still 4.7% higher than in Q4 2013. However, survey evidence suggests that these sectors will only see a temporary blip. The latest CIPS/Markit Purchasing Managers' Survey for manufacturing rose to 54.1 in February, the highest since last July, and the construction index rose to 60.1, the highest since last October. Both are well above the 50 mark indicating expansion.

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- 4.5 Economic growth was 2.6% in 2014 as a whole, in line with the long-term average. The consensus view for this year has risen in recent months, and economists now expect 2.7% growth, marginally higher than last year, with a modest deceleration to 2.4% in 2016. The new OBR forecasts, released with the March Budget, are a little more pessimistic, at 2.5% this year and 2.3% next year.
- 4.6 Employment growth continues to be very strong, with 143,000 added to the UK's labour force in the period November-January compared with the three months previously, and a remarkable 617,000 added to the labour force over the last year. Both the construction and manufacturing sectors saw healthy employment growth over the three months to January (32,000 and 15,000 respectively), adding further optimism that output growth in those sectors should improve.
- 4.7 The bulk of job creation has been in full-time rather than part time jobs, although it has been focussed towards lower paid jobs. 2015 should see further gains, albeit at a noticeably slower pace than 2014, and this will help to maintain property occupier demand, particularly in the office sector.
- 4.8 The unemployment rate has reduced to 5.7% (November-January), representing a significant fall from 7.2% a year previously. Whilst this reflects the rapid pace of job creation, it is particularly impressive given the strong increase in the UK's working population. We expect unemployment to fall further in 2015, although at a slower pace.
- 4.9 CPI inflation has fallen sharply in recent months, to 0.3% in January and zero in February. This compares with 1.7% in February 2014, and 2.8% two years ago. The sharp fall in the oil price has been a major factor, and this is likely to be a feature well into 2015. It now seems likely that the UK will see inflation hover around the 0% mark for a while, given the inflation figure was actually 0.01% when calculated to two decimal places. However, in contrast to the Eurozone, the risk of a damaging period of falling prices is low.
- 4.10 As inflation has fallen, forecasters have been pushing back the likely timing of the first base rate rise, which is now not likely until late this year at the earliest. Indeed, with CPI inflation likely to be close to zero for most of this year the Bank of England has signalled that a cut in the base rate is even a possibility.
- 4.11 Earnings growth has firmly overtaken inflation for the first time in five years. Average weekly earnings (including bonuses) rose by 1.8% pa in the period November-January. This is ahead of CPI inflation by the widest margin since 2008. Wage growth should continue to rise in real terms over the next year and this will increase consumer spending power, and provide some welcome good news for the high street retail sector.

- 4.12 Falling inflation, a return to real wage growth and strongly rising employment were key economic themes of 2014, and these trends will continue to underpin healthy occupational demand for commercial property over the next year. Growth remains heavily reliant on the consumer, but we expect business investment to increase during 2015, and this should provide a welcome boost to the UK's productivity.
- 4.13 We think the biggest risk to UK growth is the potential for a recession in the Eurozone, our main trading partner, where growth has stalled, deflation is becoming a greater possibility and the threat of a Euro break-up has increased.
- 4.14 Tax revenues have not risen in line with the pace of economic recovery, partly due to the employment growth being centred on low-paid jobs, and the deficit remains stubbornly high. With the Conservative Party winning an outright majority at General Election in May, austerity policies are set to continue for much of the next parliament.

Commercial property – national and regional perspective

Offices

- 4.15 Whilst the news around deals in the pipeline across UK regional cities for the first quarter of 2015 has been exceptional the actual take-up rates have been mixed.
- 4.16 Having ended 2014 with all of the major cities having very positive figures, with record take-up rates and a new development cycle gaining momentum, it is clear that the ride back to a fully balanced market is going to be bumpy.
- 4.17 Manchester was the star performer of the last quarter but a supply gap is evident. The next development cycle is well underway but no scheme will complete until the second half of 2016. This brings an opportunity for refurbished schemes to partly fill this gap with rental growth predicted in this tier of the market.
- 4.18 Manchester city centre headline rents currently stand at £32 psf and typical rent free periods are 28 months for a 10 year term commitment.
- 4.19 In Leeds (the most significant commercial centre in close proximity to Kirklees) the development pipeline is looking healthy and large requirements in the city include up to 150,000 sq ft to a government department, 90,000 sq ft to BSKyB and 50,000 sq ft to PwC. Leeds city centre headlines rents are currently £26 psf and typical rent free periods are 15 months for a 10 year commitment.
- 4.20 Headline net effective rents have on average increased by 11% across the nine cities assessed as part of GVA research over the year to Q1 2015, with the strongest growth in Edinburgh,

Bristol and Leeds. While headline rents have increased by 4%, rent free periods have fallen by an average of 5 months on a ten year term to 24.1 months. Robust occupier demand and a shortage of Grade A supply for the next 12 months are forecast to put further pressure on rents and incentives.

Industrial

- 4.21 GVA's Industrial Intelligence report for spring 2015 recognises that the industrial sector has seen: diminishing supply over the past six months, improving demand, an exceptional investment market and a significant uplift in speculative development across the country.
- 4.22 Take-up of modern distribution units over 100,000 sq ft was 11% higher in 2014 than the five year average and was in line with pre-recessionary levels. There has been a sharp increase in take-up of second hand space as the better quality units have become fewer.
- 4.23 Retailers took just under half the total space as they continue to create more efficient supply chains with an increasing need for regional distribution centres, serving smaller satellite units, closer to population centres. Retailers responding to e-commerce and expanding omnichannel and digital media continue to generate growth. As with last year activity has been healthy in the manufacturing sector.
- 4.24 The last year has seen a step change in the decline of available good quality units. With the shortage of prime supply there is increased interest in secondary stock in good locations.
- 4.25 The strong demand and falling supply of good quality stock has impacted on headline rents and incentives have also hardened. Yields continue to see downward pressure and the industrial sector continues to prove popular with increased investor demand from both domestic and overseas buyers. Prime assets together with good quality secondary estates continue to lead the charge owing to an improving occupational market, improving rents and strong rental growth prospects. Market sentiment is positive particularly in the urban logistics sector owing to constrained land supply and an evolving retail sector.
- 4.26 With the rapidly diminishing supply of prime stock, robust occupier demand and a strong investment market, there is a growing appetite for speculative development.
- 4.27 Planning is not considered to be particularly contentious as national policy changes in support of a growth agenda have helped create a more developer friendly environment. In addition, availability of development finance is improving, interest margins are declining and loan-to-cost ratios are increasing. Over the last two years there has been a marked increase in construction orders (a proxy for development activity), but from a very low base which has led to a sharp increase in construction prices.

Occupier and investor markets

- 4.28 GVA's Economic and Property Market Review for March 2015 provides an informative insight into the performance of the commercial property markets from an occupier and investor perspective, at a national level.
- 4.29 Across the major regional office markets, take-up was exceptional in the final quarter of 2014, taking the total for the year to 5.6 million sq ft, 23% above the five year average and the highest since 2008. This underscores the bounce back in both developer and investor interest in the regional office markets.
- 4.30 We have already seen the effects of tightening Grade A supply levels both in asking and achievable rents, and the recent strong letting activity bodes well for an increasing level of speculative development across a number of regional UK cities. Net effective headline rents among the big nine cities have increased by an average of 5.8% over the past year.
- 4.31 IPD data indicates that average rental growth for the office sector outside London and the South East has now started to accelerate, rising to 1.4% pa in February 2015, compared with 0.9% pa three months previously and 0.2% a year ago (IPD Monthly Index). We expect this acceleration to continue in the coming months, with growth forecast to reach around 2.5% pa by the end of the year.
- 4.32 In the industrial sector, the dwindling supply of good quality space is impacting on rental growth as robust demand continues from retailers, manufacturers and urban logistics, particularly in the Midlands and the South East.
- 4.33 Average UK industrial rents have increased by 2.9% over the year to February, and industrial property is showing the strongest rental growth of the three main sectors outside London, at 2.3% (IPD monthly index). We forecast rental growth at the UK level of 3.2% for 2015.
- 4.34 2014 saw a record value of investment transactions, at more than £63 billion (Property Data), comfortably above the 2013 total of £54.5 billion. 2015 has started strongly, with more than £10 billion recorded to mid-March.
- 4.35 Overseas buyers and UK institutions were both heavy net buyers in 2014, increasing their exposure to UK commercial property by a combined £15 billion. Overseas buyers accounted for 42% of the value of UK purchases in 2014, with UK institutions making up 29%. Buyers from the US were particularly active in 2014, buying commercial property worth nearly £11 billion, with Far Eastern investors the next most active at nearly £5 billion and purchasers from the Middle East buying property worth £3.3 billion.

- 4.36 In the central London market overseas buyers now account for well over half of transactions, with UK institutions and REITs priced out of many buying opportunities.
- 4.37 With this level of demand and a limited supply of investment opportunities, 2014 saw a marked downward shift in yields. The all-property average equivalent yield moved by nearly 70 basis points on the IPD Quarterly Index, but some sectors saw much sharper falls. Average UK industrial yields tumbled by 112 basis points and offices outside London and the South East fell by more than 140 basis points.
- 4.38 The pace of downward yield movement has started to ease and average equivalent yields barely moved on the IPD Monthly Index during January and February. The modest acceleration in rental growth is providing some uplift to performance, but with yield shift the main driver of capital growth, investment performance now appears to have peaked.
- 4.39 The IPD Monthly Index recorded its highest rate of capital value growth in October 2014 at 13%, which has fallen back to 11.9% pa in February 2015. Total returns have correspondingly fallen from 20.1% in October to 18.6% in February.

Outlook for performance

- 4.40 The UK's regional markets are still looking an attractive opportunity, and although the yield gap between London and the regions has narrowed over the last 12 months, it remains historically wide. This is reflected in increasing investor interest in the regional markets.
- 4.41 Low bond yields, accelerating rental growth, a considerable weight of money globally looking to invest, strong demand from the UK institutional investors and retail funds, plus continued recovery in the lending market are all combining to make a very positive outlook for the UK investment market this year.
- 4.42 Good quality stock should continue to attract strong competition, and this should drive further yield compression, although at a much more moderate pace than last year.
- 4.43 We forecast a double-digit all property total return of 11.5% for 2015, with a combination of yield compression plus rental growth in excess of 3% driving up capital values by more than 6%.
- 4.44 We expect the distribution sector to outperform in 2015, with strong occupational demand, that is as much reliant on the continued structural shift to internet retailing as on the economic growth cycle.

General demand factors

- 4.45 Demand for employment sites is primarily a function of the occupational market. During and in the aftermath of the financial crisis, banks reduced their appetite for risk and restricted their lending for new development. As a result, the supply of new accommodation became limited and few employment sites were brought forward. However, as economic conditions have improved and the property market has strengthened, there has been a noticeable increase of development, investment and occupation activity in the main commercial sectors.

Speculative development

- 4.46 The prospect of speculative development has been limited in recent years. Weak occupier demand (and therefore high vacancy rates) and very strict lending requirements (for example minimum levels of pre-lets), combined with legislation such as Empty Property Rates, has impacted negatively on speculative development although as economic and property market conditions have improved, the viability of speculative development has increased.
- 4.47 Whilst the prospects for speculative development have improved, debt funding is likely to be limited to schemes in good locations which have an element of pre-let or pre-sales in place. We are aware of cash-rich developers committing funds to a speculative development, but such an occurrence remains the exception rather than the norm and is location and scheme sensitive.

Profitability

- 4.48 A developer must be able to obtain a market-risk adjusted return for their efforts. If the developer's return falls below what would be deemed acceptable by the market, the development would be deemed unviable and may not proceed. A developer is unlikely to be prepared to undertake a development without first establishing that an appropriate developer's profit can be generated.
- 4.49 Development schemes, especially those that are speculative, often require a profit on cost of between 20% and 25%. Where debt finance is available, the lender may specify a target profit rate. For schemes which are deemed less risky, the required profit may reduce to sub-20%, but only where the developer perceives the risk to have been tangibly reduced.

Supply of quality sites

- 4.50 Following the deterioration in economic and property market conditions, a more risk-averse attitude emerged in the industry. Development activity reduced significantly and a number

of sites were mothballed or proposals to bring development forward stalled. In some instances, especially in the case of large sites, Masterplans were re-thought and the type and mix adjusted to reflect market conditions. Development activity is increasing but developers, occupiers and investors have become more selective. There continues to be a strong preference for quality sites in good locations benefiting from good connectivity, particularly to the strategic road network.

RICS Commercial Market Survey

- 4.51 The Q1 2015 RICS UK Commercial Property Market Survey results show no sign of momentum easing on either the occupier or investment sides of the commercial market. In fact, relative to the previous quarter, the pace at which conditions are improving accelerated. This is driving strong expectations for continued widespread capital value and rental gains in the near term and beyond.
- 4.52 Focusing on the occupier market, demand for lettable space increased at the all-sector level for a tenth quarter in succession. This now represents the longest period of uninterrupted demand growth since the survey was launched in 1998. Moreover, the rate of improvement quickened within all areas of the market in the first quarter of the year.
- 4.53 Alongside this, the industrial and office segments experienced a steep fall in availability. Anecdotal evidence frequently highlights lack of supply as an issue. Near term rental projections are strongest in the office and industrial sectors.
- 4.54 Turning to the investment market, enquiries increased significantly in each sector, lengthening the continuous run of rising demand which dates back to the end of 2012. The supply of property for sale continued to contract and actually gathered pace during Q1. Despite this, developments starts were only reported to have increased in the industrial sector, while remaining broadly unchanged in the office segment. With strong demand growth heavily outweighing that of supply, capital values are anticipated to rise at a robust pace in the near term and throughout the year. Looking at the sector breakdown, near term price expectations are exceptionally buoyant for office and industrial property.

Commercial property – local perspective

Agent comments

4.55 A range of local, regional and national commercial property agents were consulted to provide a qualitative overview of the commercial property market in Kirklees, with a focus on the office and industrial sectors. The following property agents were consulted in April 2015:

- Boulton Harrisons (Huddersfield)
- CBRE (Leeds)
- Colliers International (Leeds)
- Dove Haigh Phillips (Leeds)
- GVA (Leeds)
- Knight Frank (Leeds)
- Walker Singleton (Huddersfield)

Sentiment

4.56 At the West Yorkshire level, sentiment has improved and there is a perception that demand for property has increased on the back of improved business confidence. However, demand is considered to remain location sensitive and a common feature of the market is businesses upgrading their facilities by moving into more modern accommodation, but this does not necessarily mean businesses are expanding at the same time.

4.57 At the Kirklees level there is a perception that latent demand for industrial land and property exists and this is considered to be local and regional-led. The true extent of un-met latent demand is considered difficult to determine as the current land supply is seen as very limited with few, if any, oven-ready sites in existence so the true strength of the market remains largely unknown.

4.58 Market sentiment in respect of the office sector is relatively weak and market conditions are considered challenging with weak levels of occupier demand. One agent was of the opinion that the office market has slowly revived following the economic recession and deterioration in property market conditions but inevitably, the recovery of sub-regional property markets tend to lag major regional cities. The principal office location in the district is Huddersfield, but market demand in this or any other Kirklees location tends to be for suites of in the order of approximately 100 sq.m (1,000 sq.ft) which from a developer's perspective does create

viability issues in the context of constructing new office schemes. Another feature of the Kirklees market is a relatively high proportion of owner-occupation, especially compared to the likes of Leeds.

- 4.59 By contrast, market sentiment in respect of the industrial sector has remained stable as demand is robust, but a lack of sites creates a lack of built supply. One agent reported a buoyant industrial market and stated the greatest amount of latent, strategic employment demand existed above 2,787 sq.m (30,000 sq.ft) as a result of limited existing supply above this level.
- 4.60 As property market conditions have improved, a number of agents commented that enquiries have increased, rental values have stabilised (or grown for prime properties) and tenant incentives have started to reduce. The combination of returning confidence and limited stock are certainly influencing factors in this regard.

Key drivers / business sectors

- 4.61 A number of key drivers in the local commercial property market were discussed with agents, and the nature and extent of each was debated. This included distribution, textiles, advanced manufacturing / precision engineering, the green economy, The University of Huddersfield and the service sector generally.
- 4.62 Whilst distribution is a feature of the Kirklees property market (particularly at Junction 27 of the M62), it is not currently as prolific as one might expect given the presence of the M62. It should be recognised that Kirklees' relationship with the M62 is not directly comparable to those local authorities who benefit from sitting on the M1 where topographical constraints are less prevalent and therefore more direct access on/off the motorway network exists. In Kirklees the topographical features of the land immediately adjacent to the motorway means occupiers cannot, in most instances, benefit from a true direct access to the motorway network. The distribution sector is, however, considered to have greater potential if an adequate and suitable supply of land could be brought forward given Kirklees' is equidistant to Leeds and Manchester.
- 4.63 Kirklees has an established textiles industry which is perceived by agents to be traditional in nature and not very visible in the market place. Agents were of the opinion that such businesses rarely relocate their operations.
- 4.64 Advanced manufacturing / precision engineering is a feature of the property market and manufacturing in its broadest sense is considered to be an important driver. One agent commented on the existence of skilled local workers.

4.65 The green economy is not seen as very active but many agents thought this was true at a regional level and not just in Kirklees. The University of Huddersfield was considered important but some agents commented that it did not have a huge bearing on the local property market – but there is no reason why it could not feature more strongly. Finally, the service sector was not seen as particularly prominent but Huddersfield is recognised as the principal location for office based sectors.

Key locations

4.66 The consensus amongst agents was that the M62 corridor (between junctions 25 and 27 in particular), the Leeds Road corridor, and to a lesser extent the Wakefield Road corridor in the south-east of the district, represent key strategic locations and are important assets for Kirklees.

4.67 One valid observation from one of the agents is that although the M62 is a significant asset, there is actually very little development situated immediately off or alongside it. The topography of the land adjacent to the motorway is challenging which in turn creates a natural buffer between the motorway and areas of land capable of supporting development. Despite this, one of the most important aspects of larger, more strategic, requirements is proximity to the M62. Another observation is that some of the key locations – Cleckheaton and Birstall for example – benefit from their proximity to the M62 but are not driven by it – they are established locations in their own right.

4.68 In terms of the office sector, Huddersfield is considered the principal location due to its ability to draw on its population and the established nature of its office sector.

4.69 In respect of the industrial sector, Cleckheaton, Batley, Dewsbury and Birstall are all considered solid locations, along with the M62 corridor. South Kirklees is considered rural and therefore caters more appropriately for local demand.

4.70 Whilst the M1 is a valuable asset for the east side of Kirklees, its proximity to the remainder of Kirklees limits its impact somewhat, and the south of Kirklees, in any event, tends to attract mostly local demand.

Key future locations / sites

4.71 The consensus amongst agents was that industrial development should be focussed within 4 - 5 miles (5 - 10 minutes travel time) of the M62 or M1 corridors. Development within this 'limit' is more likely to appeal to the market and is more likely to attract larger, strategic, requirements. One agent stated that units in excess of 2,233 sq.m (25,000 sq.ft) should only be developed within five miles of the key locations across the district as units of this scale are often occupied by manufacturers who require excellent transport links. Broadly speaking, development situated beyond this 'limit' is more likely to appeal to local occupiers.

- 4.72 A number of agents made reference to what they consider the key strategic locations / sites to be and in no particular order this included the land at Cooper Bridge, land at Clayton West, Park Valley, Lockwood, and Moor Park. One agent commented that in reality, development activity is likely to be opportunity led – in other words where are developers promoting sites?

Constraints

- 4.73 There are a number of actual or perceived development constraints in Kirklees which have been referenced by the agents we engaged with, principally topography, land supply and leakage.
- 4.74 Topography is a real issue; it influences the location of development, steering it towards the flat lands and often along the arterial routes. Inherently linked to this is the supply of land, which is considered by agents to be quite restricted. Partly this is due to topography but it is also likely to be influenced by the actual or perceived lack of oven-ready sites which are capable of being brought forward for development in the short term. A number of factors could be at play here including the willingness of landowners, planning issues and viability issues and in reality it is likely that a number of complex matters combine to constrain supply and in turn the quantum of built stock.
- 4.75 Leakage to other local authorities is also an important consideration. One agent was of the opinion that companies often consider property to be merely a factor of production (i.e. a facility from which the business can operate) and therefore few companies have loyalties to a particular local authority area. This can lead to footloose occupiers relocating outside of their current local authority area if a particular property suits their business needs at that time. In this context, a number of agents were of the opinion that leakage into Calderdale and potentially Bradford (M606) is possible, and to a lesser extent in to south Leeds.

Rental values and yields

- 4.76 As part of our agent consultation the tone of rental values and yields was explored for the office and industrial sectors.
- 4.77 Anecdotally, typical office rents in Kirklees range from £108 to £140 per sq.m (£10 to £13 per sq.ft). Whilst there is little evidence to support an assessment of yields, capital values based on owner-occupier purchases are, anecdotally, in the region of £1,117 to £1,399 per sq.m (£105 to £130 per sq.ft).
- 4.78 Typical industrial rental values in Kirklees, again anecdotally, range from £48 to £78 per sq.m (£4.50 to £7.25 per sq.ft) depending on the size of the unit (smaller units typically achieve higher rental values and vice versa). In reality, the rental value of a new-build unit will be driven by the cost of the land and construction costs. Similarly to the office sector there is

limited yield evidence to support a robust assessment but anecdotally 7-9% has been referenced.

- 4.79 Capital values for freehold industrial premises constructed on a design and build basis are thought to be in the region of £807 per sq.m (£75 per sq.ft) for larger units rising to £915 per sq.m (£85 per sq.ft) for smaller units.

Developer comments

- 4.80 As part of our market engagement work we consulted with a number of developers who are active in Yorkshire or have a particular interest in Kirklees. The aim was to gain a qualitative assessment of the commercial property market in Kirklees from a developer's perspective. We spoke to the following developers in April and May 2015:

- DB Symmetry (previously known as Barwood Developments)
- Henry Boot
- Holmfirth Dyers (owner-occupier turned developer)
- Rushbond
- Stead Commercial
- Wilton Developments

Sentiment

- 4.81 Kirklees is considered to be a difficult market in terms of the office sector as it is not mature and lacks an established town centre offer. One developer was of the opinion that office market conditions had not changed since 2008 and another thought occupational demand was weak.
- 4.82 The consensus amongst developers was that industrial market conditions have improved significantly with the most dramatic improvements witnessed in strategic locations around motorway corridors. This is expected to continue as e-tailing becomes increasingly relevant to the market place. The industrial sector is considered stronger than the office sector with good demand along the M62 corridor and greater potential for institutional demand. However one developer was of the opinion that the strength of this sector falls away "rapidly" as you move away from the M62 corridor.
- 4.83 One developer noted that Kirklees is not a "classic strategic location" but should witness similar growth to other non-prime (secondary) locations in the region and beyond.

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- 4.84 Demand for industrial property in town centre locations is considered low as occupiers require access to the main arterial routes. One developer reported high levels of demand for good quality industrial space on a freehold basis but referred to a lack of newly built product due to a restricted land supply.

Key existing or emerging locations

- 4.85 The consensus amongst developers is that the M62 corridor is the key anchor in the district and development along this corridor stands the greatest chance of securing national covenants and attracting institutional demand.
- 4.86 In terms of the perceived maximum distance / drive time from the M62 that is considered appropriate for industrial development, the consensus is 5 miles or 5 minutes. A site is most likely to appeal to the market if it is M62-linked. Leeds Road was also specifically referenced as a key existing and future location.
- 4.87 In terms of key emerging locations, both Cooper Bridge and Clayton West were referenced by multiple developers as good locations with good transport links.

Key sectors and drivers

- 4.88 The same key drivers in the local commercial property market that were discussed with agents were debated with the developers including distribution, textiles, advanced manufacturing / precision engineering, the green economy, The University of Huddersfield and the service sector generally.
- 4.89 Distribution is clearly an important sector but is considered artificially restricted due to topographical issues and a lack of available sites. The textiles industry is recognised as one of Kirklees' traditional industries but some developers were of the opinion that this sector was shrinking.
- 4.90 Manufacturing generally is considered to be a very strong, dominant, industry for Kirklees but little emphasis was placed by developers on advanced manufacturing / precision engineering which suggests this is perceived to be a less active sub-sector. Similarly the Green Economy had not, to date, proved very active from a developer's perspective. Finally the service sector was acknowledged but is, on the whole, considered quite limited.

Barriers to development and viability considerations

- 4.91 Viability is an important consideration for developers and identifying what barriers, if any, exist is an integral part of a viability assessment. As part of our developer engagement we explored perceived or actual barriers to development in Kirklees and debated viability at a high level.
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- 4.92 All of the developers we spoke to identified some obstacles to development but none would be deterred from bringing forward a scheme in Kirklees although location factors and the type of scheme brought forward would need to be carefully considered. It is evident that developers assess sites on their own merits.
- 4.93 The viability of office development is considered marginal at best. Rental values are not perceived to be at a level which supports the construction of new accommodation and market conditions would need to improve in order to tempt one developer into constructing any new office space (their existing portfolio can be difficult to let). One developer was of the opinion that the prospects for rental growth were limited which, when combined with the well-reported rise in build costs, decreases viability further.
- 4.94 Industrial is considered more viable and any issues that exist are considered easier to overcome but location is key. One developer acknowledged that Kirklees caters more for the local market and is less able to attract the best covenants. That said the nearer a development is to the M1 or the M62 the more likely it is that a stronger covenant will be attracted. One developer stated they would be "worried" about the levels of demand in the in-land areas away from the motorway network. It is evident that industrial development needs to be focussed as close to the motorway corridors as possible and only the smaller scale development or mixed-use developments could be situated further afield. In other words, north Kirklees is considered the key market zone.
- 4.95 Whilst industrial development is considered more viable, there are issues. The cost of construction has increased significantly but this is true in any location. Similarly rental growth is thought to have stagnated in all locations with the exception of southern England. Developers are of the opinion that secondary locations such as Kirklees will lag the south and strong northern cities for a long time. New build stock does attract a premium and yield compression in the industrial sector has had a positive impact on values. One developer noted that one of the most important aspects of viability was land values and in particular the fact that landowner aspirations need to be sensible and the price paid for industrial land needs to be "rational".
- 4.96 One developer was of the opinion that the best way to make an industrial scheme work would be to construct a scheme via design and build and dispose of the freehold interest (either as an investment or to an owner-occupier). In the absence of such circumstances, intervention in the form of grant funding is likely to be required to alleviate some of the pressure and pump-prime a development.
- 4.97 In terms of barriers to development topography is considered a challenge as finding flat land is difficult. Highways and transport links from the motorways are considered on the whole
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satisfactory but one developer pointed out the difficulties of getting from one side of Kirklees to the other.

- 4.98 During our developer engagement, the supply of land supply was frequently cited as a major issue. This has been explored previously in this review but is perhaps best exemplified with a case study. Holmfirth Dyers engaged with us as an owner-occupier turned developer and explained the difficulties encountered in finding a suitable site to enable them to expand their business operations.
- 4.99 Having outgrown their existing facility the company spent 7 years searching for suitable new premises. One of the issues encountered, according to the company's managing director, was that they were competing for brownfield sites against residential developers and were consistently out-bid. With a search area of Huddersfield the company finally acquired a site (which we understand extends to approximately 5.4 hectare / 13.5 acres) that had been refused planning permission for residential development. However as the site was too large for their own requirements they chose to occupy a part of the site and develop-out the remainder as a multi-tenanted light industrial estate, now known as Park Valley.

Office sector

Supply

- 4.100 Kirklees has a diverse office sector and prospective occupiers have a range of office formats to choose from including modern purpose built offices in out of town locations (head office type pavilion accommodation), converted mill buildings in central and peripheral locations and multi-storey purpose built office blocks – typically located in Huddersfield and frequently of 1960s – 1970s construction.
- 4.101 Huddersfield is considered to be the principal office location in Kirklees. Within the town centre (postcode HD1), The Media Centre provides serviced accommodation in 121 office spaces for over 70 companies employing 250 people, a thriving community of innovative businesses and creative enterprises.
- 4.102 Fitzwilliam House on Fitzwilliam Street is a Grade II Listed conversion offering leasehold office accommodation with quoted rents in the region of £81 per sq.m (£7.50 per sq.ft). More modern, centrally located, accommodation is available at 30 Market Street, a 10 storey office block of mid-20th century construction available leasehold for £108 per sq.m (£10 per sq.ft). Nu House on Market Street is similar in type although quoted rents are less, at £86 per sq.m (£8 per sq.ft). Similarly, Crown House on Southgate (HD1), a 1970s multi-storey office block, is available to let at £65 per sq.m (£6 per sq.ft).

- 4.103 Oldgate House on Oldgate is a nine storey office block extending to approximately 4,661 sq.m (50,170 sq.ft). It was advertised to let at £54 per sq.m (£5 per sq.ft), but recently sold to a developer with the benefit of planning permission for conversion to student housing.
- 4.104 On the edge of the town centre, the Grade II* Listed former textile mill at Folly Hall has been refurbished and converted to 5,575 sq m (60,000 sq ft) of office space, attracting the NHS and LV= / Britannia Rescue at headline rents of £150 per sq m (14 per sq ft).
- 4.105 Out of town is Pennine Business Park (HD2) which provides head office type pavilion office accommodation on a leasehold basis with a quoted rent of £91 per sq.m (£8.50 per sq.ft). Further afield is Whitby Court on Abbey Road, HD8, a converted mill building available on a leasehold basis with quoted rents in the region of £107 per sq.m (£10 per sq.ft).
- 4.106 In Birstall, Centre 27 Business Park is located where the M62 and M621 meet. The development comprises a number of out of town head office / pavilion style buildings. A variety of buildings and suites are available to let with quoted rents typically ranging from £81 per sq.m (£7.50 per sq.ft) to £161 per sq.m (£15 per sq.ft).
- 4.107 In Dewsbury and Cleckheaton the range of office accommodation becomes more limited, with converted mills incorporating office suites being more prevalent. Examples include business premises along Union Street in Dewsbury and Moorlands Business Centre and Marsh Works in Cleckheaton. Mid-20th century office accommodation is available to let in Empire House, Wakefield Road, Dewsbury (quoted rents of £93 per sq.m / £8.60 per sq.ft) and modern office accommodation is available in Cleckheaton in developments such as Woodland Park situated on Bradford Road and West 26 Office Park on Dyehouse Drive.
- 4.108 Kirklees' office accommodation offer is, in our opinion, on a par with similar sized sub-regional towns and provides a range of formats which typically attract local and smaller regional businesses which require no-frills and affordable office accommodation. The majority of office accommodation is of secondary or tertiary quality.

Availability

- 4.109 According to Focus property market database, as of 16th April 2015 there were 17 B1 office properties available to buy and 93 properties available to let in Kirklees with a combined floorspace of approximately 80,968 sq.m (871,518 sq.ft). According to the data, quoted rents for property available to let range from £42.52 to £248.75 per sq.m (£3.95 to £23.11 per sq.ft). The average rent from the data extracted is £100.57 per sq.m (£9.53 per sq.ft).
- 4.110 The majority of available units are graded as second-hand accommodation (85%), with 12% classed as new or refurbished. The remaining 1.8% has not been classified by the researchers

inputting the data. 70,450 sq.m (758,350 sq.ft) of the available office floorspace has been on the market for over 12 months.

- 4.111 The table below shows the breakdown of available office accommodation organised by the major settlements, as recorded by Focus.

Figure 4.1: Breakdown of available office accommodation

Location	No. of Entries	Total sq.m Available	Total sq.ft Available
Batley	16	3,381	36,395
Cleckheaton	15	20,250	217,966
Dewsbury	11	3,551	38,228
Huddersfield	60	51,734	556,832
Other locations	8	2,052	22,077

Source: Office availability, Focus, April 2015

- 4.112 The table above provides a mixed picture. A large proportion of vacant office space is located in Huddersfield, Kirklees' principal commercial area, with a lesser amount of availability in Cleckheaton, Batley and Dewsbury, perhaps reflecting lesser supply.

Demand and recent transactions

- 4.113 Desk-top analysis using the Focus database reveals that in the last 36 months (April 2012 to April 2015) there have been 167 recorded office transactions in Kirklees, 81% of which related to lettings (occupation interest) with the remainder been freehold or long leasehold disposals. Approximately 38,435 sq.m (413,665 sq.ft) of office space was recorded as having been transacted, equating to an average take-up per year of 12,812 sq.m (137,888 sq.ft).
- 4.114 It should be noted that not all office transactions will have been captured by the database as some transactions will not be made public or shared with Focus researchers. The 167 transactions do not, therefore, necessarily represent the true level of market activity but the database does provide the best source of collated transactional information.
- 4.115 90% of the transactions relate to office suites of less than 500 sq.m (5,382 sq.ft) and 44% relate to units of less than 100 sq.m (1,076 sq.ft). The largest recorded transaction related to a 2,075 sq.m (22,338 sq.ft) letting at Scandinavia Mills, recorded in January 2013. Of the deals recorded, 75% related to second-hand accommodation with 10% classed as new or refurbished. The remaining entries were not classified by the researchers.

4.116 Since April 2014 there have been 60 recorded office transactions in Kirklees, 75% of which occurred in Huddersfield and 8% in Cleckheaton. A more detailed breakdown is provided in the table below.

Figure 4.2: Breakdown of office transactions

Location	Recorded Office Transactions			
	2015 (to April)	2014	2013	2012
Batley	0	3	9	4
Cleckheaton	0	6	7	4
Dewsbury	0	3	6	5
Huddersfield	16	36	31	19
Other locations	0	4	5	9

Source: Office deals, Focus, April 2015

Industrial sector

Supply

4.117 Kirklees has an established and varied industrial property offer (B1(c), B2 and B8) which caters for a range of occupiers' needs; industrial premises exist in a range of locations and formats. It is evident that Cleckheaton, Batley, Dewsbury and Birstall represent the key industrial locations in Kirklees, along with a number of significant corridors which have a concentration of employment uses, including the M62, Leeds Road, Manchester Road and Wakefield Road. South Kirklees has a less concentrated industrial supply and is seen as rural in nature, catering for local demand.

4.118 Kirklees' existing stock varies in terms of type and quality, ranging from modern large units in single occupation to multi-let industrial estates of secondary and tertiary grade. Kirklees' industrial offer is consistent with many large regional towns and has, more recently, witnessed the construction of a number of new industrial units and we are aware of a number of sites which are being marketed for design and build.

4.119 Example industrial estates include Access 26 at Cleckheaton (off junction 26 of the M62), Pennine View in Batley, Centre 27 Business Park and Norquest Industrial Park at Birstall, and Bretton Park and Shaw Cross Business Park in Dewsbury. There is an extensive amount of industrial stock along the Leeds Road corridor and along the M62 motorway corridor.

- 4.120 In terms of new build development, a number of high quality schemes are being brought forward for development or are capable of being brought forward on a design and build basis.
- 4.121 In Huddersfield, units in Park Valley Phase II are being marketed to let and once built will provide high quality business units of 204 – 859 sq.m (2,200 – 9,250 sq.ft) on terms to be agreed. Units to let are currently under construction at St Andrew's Court Leeds Road of 279 – 1,115 sq m (3,000 sq ft – 12,000 sq ft), and at The Dyeworks Lockwood 239 – 402 sq m (2,570 – 4,324 sq ft).
- 4.122 At Junction 25 of the M62 (Mirfield), Moor Park Road offers freehold plots capable of accommodating units of 790 sq.m to 16300 sq.m (8,500 – 175,000 sq.ft) depending on the configuration and number of units constructed. Bespoke packages are also available on a leasehold basis. The landowner intends to commence construction during 2015, enabling delivery of completed units in 2015/2016.

Availability

- 4.123 According to Focus property market database, as of 16th April 2015 there were 14 industrial properties available to buy and 131 to let in Kirklees with a combined floorspace of approximately 111,596 sq.m (1,201,212 sq.ft). According to the data, quoted rents range from £11.75 to £134.54 per sq.m (£1.09 to £12.50 per sq.ft). The average rent from the data extracted is £47.64 per sq.m (£4.43 per sq.ft).
- 4.124 The majority of available units are graded as second-hand accommodation (91%), with 7.6% classed as new or refurbished. 79,013 sq.m (850,517 sq.ft) of the available floorspace has been on the market for over 12 months. The table below shows the breakdown of available accommodation organised by the major settlements, as recorded by Focus.

Figure 4.3: Breakdown of available industrial accommodation

Location	No. of Entries	Total sq.m Available	Total sq.ft Available
Batley	10	7,150	76,970
Cleckheaton	12	11,479	123,567
Dewsbury	41	23,772	255,905
Huddersfield	59	47,513	511,438
Other locations	23	21,676	233,332

Source: Industrial availability, Focus, April 2015

- 4.125 The table above demonstrates the scale of the Huddersfield and Dewsbury markets but also they key role played by Cleckheaton.

Demand and recent transactions

- 4.126 Desktop analysis using the Focus database reveals that in the last 36 months (April 2012 to April 2015) there have been 226 recorded industrial transactions in Kirklees District, 85% of which related to lettings. Approximately 180,962 sq.m (1,947,869 sq.ft) of industrial space was recorded as having been transacted, equating to an average take-up per year of 60,320 sq.m (649,289 sq.ft).
- 4.127 As with the office sector, it should be noted that not all industrial transactions will have been captured by the database as some transactions will not be made public or shared with Focus researchers. The 226 transactions do not, therefore, necessarily represent the true level of market activity but the database does provide the best source of collated transactional information.
- 4.128 184 of the recorded transactions relate to industrial accommodation of less than 1,000 sq.m (10,764 sq.ft) and 42 transactions relate to units in excess of 1,000 sq.m (10,764 sq.ft). The largest deal recorded was a sale of a former industrial property which was sold as a residential development opportunity. The largest industrial investment transaction related to the sale of a 19,038 sq.m (204,931 sq.ft) warehouse in Dewsbury which was sold on confidential terms. Of the deals recorded, 84% were classified by the researchers as second-hand accommodation with 9% being classified as new or refurbished; 7% were unclassified.
- 4.129 A more detailed breakdown showing where the transactions occurred is shown in the table below.

Figure 4.4: Breakdown of industrial transactions

Location	Recorded Industrial Transactions			
	2015 (to April)	2014	2013	2012
Batley	1	3	9	10
Cleckheaton	0	5	6	4
Dewsbury	0	16	13	8
Huddersfield	7	40	24	18
Other locations	4	16	27	15

Source: Industrial deals, Focus, April 2015

- 4.130 The table above demonstrates the key role of the Huddersfield market, as well as the important role of the other localities – Dewsbury, Cleckheaton and Batley.

Requirements data

- 4.131 Kirklees Council's Investment and Regeneration Service has supplied GVA with its schedule of live enquiries for business and industry. This seeks to log incoming enquiries from businesses seeking land and/or property in the B1, B2, or B8 use classes. We understand the majority of the entries on the schedule relate to a company's operational requirements whilst a small number relate to investment requirements.
- 4.132 The schedule is dated March 2015 and demonstrates respectable levels of latent demand. 24 companies are logged on the schedule and the majority of these companies are already located in Kirklees with Huddersfield and Cleckheaton being the two locations that feature the most. As a result, nearly all of the entries relate to business relocations rather than new formations. The fact that the majority of the logged requirements are for existing businesses in Kirklees suggests the district has a good retention rate.
- 4.133 A large proportion of the entries relate to the manufacturing sector, with warehousing and distribution being the next most frequently sighted sector. Speculative development also features although the size requirements stated are in the lower third of the data range. The largest requirements are in the manufacturing sector.
- 4.134 Individual property requirements range from 557 sq.m to 30,982 sq.m (5,995 to 333,487 sq.m) with an average of 5,518 sq.m (59,395 sq.ft). The total quantum of space logged on the schedule amounts to 132,434 sq.m (1,425,550 sq.ft).
- 4.135 Individual land requirements range from 0.16 hectares (0.39 acres) to 8.85 hectares (21.87 acres) with an average of 1.58 hectares (3.9 acres). The total quantum of land logged on the schedule amounts to 37.84 hectares (93.46 acres).
- 4.136 We have opted to keep the company names confidential although we noticed that a number of the entries and their respective requirements are known 'in the market'. However a company's requirements can increase, decrease or disappear altogether over time. The Council's Investment and Regeneration Service is well placed to capture fresh requirements and monitor existing requirements and we consider this to be as reliable and comprehensive a source as any.

Property search log

- 4.137 Kirklees Council also maintains a property search log. This captures property enquiries made via the Council's website. We have extracted the data for the enquiries made during 2014 and we have analysed this data.

4.138 21 out of 421 logged searches were undertaken by a business, with 400 undertaken by a citizen. It is not possible to disaggregate the data to show the specific use classes that were the primary focus of the individual searches as a number of the searches selected multiple uses classes including a 'commercial' category. It is evident, however, that industrial land and property features strongly. The searches related to a mix of freehold and leasehold properties.

Employment land take-up

4.139 Council held data on employment land take-up for the years 2006 – 2014, broken down by megazone and by sub area (as per the Council's Employment Land Supply Review reports), has been reviewed as an indication of 'revealed demand', as required by PPG guidance.

4.140 This data by sub area is shown in the map included in Appendix 2. The data by overall sub area is summarised on the following table.

Figure 4.5: Table summarising take-up by sub area (ha)

Sub area	2006 (ha)	2007 (ha)	2008 (ha)	2009 (ha)	2010 (ha)	2011 / 2012 (ha)	2013 (ha)	2014 (ha)	Total (ha)
North Kirklees	0.20	5.68	8.06	13.27	4.79	5.39	6.97	3.37	47.73
Huddersfield	0.31	6.3	1.91	1.68	3.39	4.23	0.97	1.24	20.04
South Kirklees	0	3.72	3.35	0.49	0.82	0.89	0.17	3.45	12.87

Source: Kirklees Council (June 2015)

4.141 North Kirklees has by far the highest take up of employment land by sub area, with 47.73ha taken up in total between 2006 and 2014. Take up has been particularly strong in the areas of Upper Birstall (A) and Thornhill (E) where over 10ha of employment land has been taken up in each area over the 9 year period for which data is available (13.25ha and 18.27ha respectively). The areas of Dewsbury (D), Ravensthorpe (F) and Upper Hopton (J) are the next strongest areas of take up within North Kirklees, which have all seen a lower 2-3 ha take up of employment land over the same period. Cleckheaton Town (C), Littletown (N) and Mirfield (M) have had the weakest take up of employment land in North Kirklees with take up in each of these 3 areas totalling 0 - 1ha of employment land over the period.

4.142 Take up in Huddersfield is just less than half of the level of take up in North Kirklees, with a total take up of 20.04ha between 2006 and 2014. The majority of megazones within Huddersfield have a take up of 0-2ha over the period. However, two strong areas of take up which stand out are Leeds Road (O) and Deighton (R) which have seen a total take up of 9-10ha and 5-6ha over the period respectively.

4.143 South Kirklees has had the weakest level of take up of employment land over the 2006 – 2014 period. Within South Kirklees the to the north and east appear to be the most attractive areas

for the take up of employment land, with Meltham (3) and Denby Dale (7) both seeing a total of 3-4ha of employment land taken from 2006 - 2014, and Honley (5) and Kirkburton (6) both seeing a take up of 2-3ha.

Losses to of employment land to residential

- 4.144 Council held data on employment land losses to residential for the years 2006 – 2014, broken down by megazone and by sub area (as per the Council's Employment Land Supply Review reports), has been reviewed, as required by PPG guidance.
- 4.145 This data by sub area is shown in the map included in Appendix 3. The data by overall sub area is summarised on the following table.

Figure 4.6: Employment land losses to residential by sub area

Sub area	2006 (ha)	2007 (ha)	2008 (ha)	2009 (ha)	2010 (ha)	2011 / 2012 (ha)	2013 (ha)	2014 (ha)	Total (ha)
North Kirklees	0	13.32	10.72	0.24	7.21	4.6	0.82	3.75	40.36
Huddersfield	2.33	9.44	6.4	0.24	1.04	0.24	2.3	0.54	22.53
South Kirklees	3.23	14.91	2.8	0.23	2.01	1	1.45	1.09	26.72

Source: Kirklees Council (June 2015)

- 4.146 North Kirklees has seen the highest loss of employment land to housing over the period 2006 - 2014, with the areas of Batley (B) and Cleckheaton Town (C) both seeing a 7-8ha loss of employment land. Both these areas have seen a higher loss of employment land compared to employment land take up with Cleckheaton Town seeing a 0-1ha take up and Batley seeing a 1-2ha take up of employment land. Dewsbury (D) has seen a loss of 5-6ha, and Thornhill (E), Liversedge (L) and Heckmondwike (H) have seen a loss of 4-5ha over the period. In Thornhill in particular there is a comparatively high take up of employment land (18.267ha), as well as a high loss to residential (4.26ha).
- 4.147 Huddersfield has seen a loss of approximately half the amount of employment land to residential as North Kirklees between 2006 and 2014. The highest losses were in Birkby (Q), Newsome (U) and Lindley (Z), where 7-8ha, 4-5ha and 3-4ha of employment land was lost respectively. These are areas of low employment land take up.
- 4.148 Loss of employment land in South Kirklees is higher than that in Huddersfield, but less than that in North Kirklees. In South Kirklees, the area with the highest loss of employment land was Holme Valley South (4), where over 10ha (10.43ha) of employment land was lost to residential over the period. This is the largest loss compared to any other megazone within Kirklees as a whole. Denby Dale (7) lost 4-5ha and Kirkburton (6) lost 3-4ha. In the South Kirklees context,

Denby Dale and Kirkburton are also areas of higher employment land take up (3-4ha and 2-3ha respectively).

Large employment sites in adjacent authority areas

4.149 Also a relevant consideration in terms of the property market is the supply of sites that are in other local authority areas which could be seen as competing sites for Kirklees. The market review work above has identified Calderdale as a key authority area which absorbs some leakage of demand from Kirklees, as well as Bradford and south Leeds. We have reviewed the sites in each neighbouring authority area that are greater than 5ha. These sites are listed in the table below, and have also been plotted on the mapping included in Appendix 4 of this report.

Figure 4.9: Sites over 5ha in adjacent authority areas

Site ref	Site name	Locality	Proposed land use	Size (ha)	Postcode
Wakefield Site Specific Policies Local Plan 2012					
EZ28	Dewsbury Road, Ossett	Ossett	Employment Zone	48.6	WF5 9JX
EZ32	Healey	Other	Employment Zone	13.3	WF5 8NE
EZ26	Horbury Bridge	Horbury	Employment Zone	9.2	WF4 5NW
Calderdale Replacement UDP 2006 & ELR 2012 update					
EM42 (ELR107)	Wakefield Road, Clifton	East Calderdale	Employment- office/ business park development (Ba(a)/ B1(b))	25.5	HD6 4HW
ELR226	Land to north of Dewsbury Road, Rastrick	East Calderdale	Mixed use scheme	27.3	HD6 3QB
MU1(ELR 127)	West of Boothtown Road, Boothtown, Halifax	Halifax	Mixed use- B1 dependent on sequential testing	15.4	HX3 6TN
ELR223	Land at Brighouse Road, Ainley Top	East Calderdale	Employment	7.0	HD2 2EA
EM11A (ELR102)	Atlas Works and Ainleys, Elland	East Calderdale	Employment	6.4	HX5 9JP
ELR225	Blackley Brickworks, Clackley Road, Elland	East Calderdale	Mixed use scheme	5.4	HX5 0TB
ELR018	Railway Cutting, Holmfield Industrial Estate	Halifax	Employment	5.2	HX2 9TN
ELR004	Dean Hey, Cragg Road, Mytholmroyd	West Calderdale	Employment	5.1	HX7 5RU
Leeds Sites Allocations I&O 2015					
CFSM010	Land at Topcliffe Lane, Morley and to the north of Capitol Park, Leeds	Outer South West	Mixed use with General Employment	26.8	LS27 0HL

2303011	Moorfield Land at Nepshaw Lane, Asquith Avenue, Gildersome	Outer South West	General Employment	15.26	LS27 7JQ
2303010	Nepshaw Land Asquith Avenue Gildersome		General Employment	15.1	LS27 7LL
2303020	Hub62 Bruntcliffe Road Morley LS27	Outer South West	General Employment	5.93	LS27 0LJ
Bradford MDC- ELR 2011 & UDP 2005 Saved Policies					
E/BS/25/ 0015/00 (BS/E1.1 6)	West Bowling Golf Course, West Bowling	Bradford South	Employment- allocated	36.7	BD5 8LB
BS/E1.7	Staithgate Lane North, Odsal	Bradford South	Employment site- allocated	12.18	BD6 1DW
E/BS/25/ 0002/00	Cross Lane	Bradford South	Employment- allocated	11.5	BD11 2PS
BS/E1.19	Woodlands Farm, Euroway	Bradford South	Employment site- allocated	9.48	BD4 6SE
E/BS/25/ 0001/00 (BS/E1.2 6)	AH Marks Works, Wyke Lane, Wyke	Bradford South	Employment allocated	5.4	BD12 9EJ
BS/E1.23	Tramways, Cleckheaton Road, Low Moor	Bradford South	Employment site- allocated	5.03	BD12 7HW

Source: GVA research (May 2015)

Market zones

- 4.150 Our agent and developer consultation and our desk-based market research and policy review has enabled us to establish the key market zones in Kirklees, and a number of key 'assets' and 'drivers' specific to Kirklees.
- 4.151 We have concluded that three distinct market zones exist: Huddersfield, North Kirklees and South Kirklees. Key assets or drivers within / across the market zones include the M62 motorway between junctions 23 and 27 inclusive (especially junctions 25 – 27) and the associated corridor (5 minute drive time) and the Leeds Road corridor.
- 4.152 These market zones align with the Council's sub-areas and their associated megazones that are used for the purposes of employment land supply monitoring. For the purposes of this report, these market zones are considered to reflect the Functional Economic Areas (FEAs) of Kirklees. As set out by PPG, there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including: extent of any Local Enterprise Partnership within the area; travel to work areas; housing market area; flow of goods, services and information within the local economy; service market for

consumers; administrative area; catchment areas of facilities providing cultural and social well-being; and transport network.

4.153 Whilst it is outside of the remit of this study to undertake a detailed review of all of these factors, we consider that the extensive policy and property market research undertaken to identify the market zones in Kirklees enables a robust assessment as to the likely extent of the FEAs. As a sense check, we have also reviewed the Council's Strategic Market Housing Assessment (prepared by GVA, 2012) and this indicates that there are 6 housing market sub-areas, which broadly align with the market zones identified as follows:

- North Kirklees market zone = North West Kirklees and Dewsbury & Batley housing market sub-areas
- Huddersfield market zone = Huddersfield housing market sub area
- South Kirklees market zone = Dearne Valley, Holme Valley and Colne Valley housing market sub-areas

4.154 This comparison supports the use of market zones as the FEAs for Kirklees.

4.155 A profile of each of the identified market zones / FEAs is provided below.

North Kirklees

- North Kirklees is perceived to have the greatest and most established concentration of employment uses, especially industrial.
- North Kirklees is anchored by Birstall, Batley, Cleckheaton and Dewsbury and to a lesser extent Mirfield.
- Dewsbury may be geographically isolated but is not considered sufficiently different to not be included in the North Kirklees market zone. A large proportion of industrial availability and transactional activity occurs in Dewsbury.
- Industrial demand tends to be for accommodation up to approximately 2,800 sq.m.
- Rental values are in the region of £48 to £78 per sq.m. Capital values are in the region of £807 to £915 per sq.m. Yields are in the region of 7-9%.
- Key example industrial schemes in north Kirklees include Access 26 at Cleckheaton (off junction 26 of the M62), Pennine View in Batley, Centre 27 Business Park and Norquest Industrial Park at Birstall, and Bretton Park and Shaw Cross Business Park in Dewsbury. There is an extensive amount of industrial stock along the Leeds Road corridor in the north-west of Kirklees and along the M62 motorway corridor.

- North Kirklees is driven by its proximity to the M62 and the key junctions (J25 – 27). The M62 is a key asset for the district but is not without constraints (topography).
- Proximity to the M62 / key motorway junctions presents the greatest opportunity to attract strategic demand and therefore national and regional occupiers. Proximity to the M62 is often stated as the number one requirement of an occupier (5 miles / 5 minutes distance is seen as the limit for some occupiers).
- Accessibility to / from the various key settlements and good onward access via the M62 or other routes is an influencing factor.
- A key driver is also the Leeds Road corridor which runs from Huddersfield to Birstall.
- The eastern part of the North Kirklees market zone benefits from its proximity to M1.
- We do not consider there to be any evidence of oversupply or market failure.
- Cooper Bridge, one of the strategic sites identified by the Council, was referenced by multiple agents and developers as a key site / opportunity.
- Potential exists for leakage into Calderdale, and Bradford around the M606.
- Employment land take up has been particularly strong in the Upper Birstall and Thornhill areas between 2006 and 2014 (13.25ha and 18.27ha respectively).
- Loss of employment land to residential has been highest in Batley and Cleckheaton Town (both 7-8ha, 2006-2014) Dewsbury (5-6ha), and Thornhill, Liversedge and Heckmondwike (all 4-5ha).

Huddersfield

- Huddersfield is an established hub for the services sector.
- Huddersfield represents the main office location in the district.
- Office demand tends to be for accommodation up to 100 sq.m. Owner-occupiers, local in nature, are a dominant feature of the market.
- The existing stock is predominantly made up of secondary and tertiary accommodation.
- Rental values are in the region of £108 to £140 per sq.m. Capital values are in the region of £1,117 to £1,399 per sq.m.

- Key example office schemes in Huddersfield include Fitzwilliam House, 30 Market Street, Nu House also on Market Street and Crown House on Southgate.
- Industrial is not a dominant feature of this market zone but the stock that does exist is varied in nature. Major town centres are not well suited to heavier industrial uses. However, in the wider Huddersfield urban area there is evidence to suggest good levels of market activity.
- A key driver is Huddersfield's good proximity to the M62 at junction 24, although congestion issues exist (a new junction 24a is planned).
- Huddersfield has a strong draw due to its greater population and amenities including public transport links.
- Whilst the office sector is soft, we do not consider there to be any evidence of oversupply or market failure.
- Two strong areas of take up which stand out in Huddersfield are Leeds Road and Deighton which have seen a total take up of 9-10ha and 5-6ha between 2006 and 2014 respectively.
- The areas of highest employment land loss to residential were Birkby, Newsome and Lindley, where 7-8ha, 4-5ha and 3-4ha of employment land was lost respectively.

South Kirklees

- South Kirklees is considerably more rural in nature with a more limited workforce catchment and poorer strategic access.
- The perception from the market is that it caters for local demand, smaller scale businesses and smaller operational requirements.
- South Kirklees is less likely to attract strategic demand and national or regional occupiers.
- The eastern part of the South Kirklees market zone benefits from the Wakefield Road corridor.
- Clayton West, one of the strategic sites identified by the Council, was referenced by multiple agents and developers as a key site / opportunity.
- Within South Kirklees the north and east appear to be the most attractive areas in terms of the past take up of employment land, with Meltham and Denby Dale both seeing a total of 3-4ha of employment land taken from 2006 - 2014, and Honley and Kirkburton both seeing a take up of 2-3ha.

- In South Kirklees, the area with the highest loss of employment land was Holme Valley South, where over 10ha (10.43ha) of employment land was lost to residential over the period. Denby Dale lost 4-5ha and Kirkburton (6) lost 3-4ha.

5. Site assessments

Schedule of sites

- 5.1 GVA has assessed 104 sites as part of this Market Strength Assessment Report (8 of which are duplicates meaning in reality 96 sites have been considered). Each site has been assessed based on data provided by the Council and a site boundary plan. Mapping showing each of the sites, along with an index map is included in Appendix 6. 5 minute drive time to the motorway, and steep slope layers have been added for context, as provided by the Council.
- 5.2 For each site a proforma assessment has been completed and these are included in Appendix 7. The template proforma is included in Appendix 1 and explained in detail in the Methodology section of this report. The mapping in Appendix 8 has been colour coded to reflect the classification of each site in terms of the 'capacity of a developer to complete and let or sell the development over the Plan Period' (the concluding box on the individual proformas).
- 5.3 A schedule of the sites and the key conclusions from each of the proforma assessments is set out in Figure 5.1 below (utilising the traffic light colour coding applied in the assessments). The conclusion as to the optimum market segment for each site is included in the right hand column of the table for ease of reference.
- 5.4 As stated in the methodology section, where a site is identified as a 'site for a specific occupier' (usually where this is the only realistic option for delivery of employment development), market attractiveness has not been assessed therefore the relevant box in the table is colour coded blue, with the conclusions on economic viability and capacity of a developer informed by site constraints alone.
- 5.5 As also stated in the methodology section, where a site is assessed as 'a developer will not have capacity to complete and let or sell the development', the options for B class uses, the optimum market segment, the scale of occupier and the timescale for development have not been assessed as they are not be relevant.

Figure 5.1: Schedule of sites assessed

Site reference (SELA)	Map sheet (number)	Market attractiveness	Site constraints	Likely economic viability	Capacity of developer to complete and let or sell the development over the Plan Period
North Kirklees					
11	1				General industrial / business area
15	1				General industrial / business area
28	1				General industrial / business area
31	1				Warehouse & distribution park
54 (north)	1				N/A
54 (south)	1				General industrial / business area
167	1				N/A
174	1				General industrial / business area
189	1				General industrial / business area
200	1				N/A
204	1				Warehouse & distribution park
208	1				N/A
219	1				Site for a Specific Occupier
229	1				N/A
232	1				N/A
235	1				Warehouse & distribution park
236	1				General industrial / business area
237	1				General industrial / business area
238	1				General industrial / business area
239	1				Site for a Specific Occupier
240	1				Site for a Specific Occupier

Site reference (SELA)	Map sheet (number)	Market attractiveness	Site constraints	Likely economic viability	Capacity of developer to complete and let or sell the development over the Plan Period
243	1				N/A
7	2				N/A
8	2				General industrial / business area
9	2				General industrial / business area
10	2				General industrial / business area
12	2				General industrial / business area
13	2				General industrial / business area
19	2				General industrial / business area
20	2				N/A
22	2				General industrial / business area
57	2				General industrial / business area
92	2				General industrial / business area
97	2				High quality business park
98	2				High quality business park
195	2				High quality business park
213	2				Site for a Specific Occupier
218	2				N/A
247	2				Site for a Specific Occupier
16	3				General industrial / business area
30	3				N/A
34	3				General industrial / business area
60	3				Site for a Specific Occupier
171	3				General industrial / business area
176	3				N/A

Site reference (SELA)	Map sheet (number)	Market attractiveness	Site constraints	Likely economic viability	Capacity of developer to complete and let or sell the development over the Plan Period
205	3				High quality business park
209	3				High quality business park
212	3				Site for a Specific Occupier
233	3				General industrial / business area
234	3				General industrial / business area
248	3				N/A
249	3				N/A
250	3				N/A
24	7				N/A
25	7				Site for a Specific Occupier
58	7				General industrial / business area
Huddersfield					
35	4				N/A
38	4				Office location
48	4				Warehouse & distribution park
168	4				Warehouse & distribution park
191	4				Warehouse & distribution park
214	4				General industrial / business area
222	4				Office location
225	4				Warehouse & distribution park
227	4				Warehouse & distribution park
245	4				N/A
246	4				N/A
184	5				General industrial / business area

Site reference (SELA)	Map sheet (number)	Market attractiveness	Site constraints	Likely economic viability	Capacity of developer to complete and let or sell the development over the Plan Period
192	5				General industrial / business area
203	5				Office location
36	6				R&D / Advanced manufacturing
South Kirklees					
45	5				Site for a Specific Occupier
46	5				N/A
202	5				N/A
241	5				N/A
182	6				High quality business park
193	7				N/A
177	8				General industrial / business area
199	8				Warehouse & distribution park
201	8				N/A
206	8				Warehouse & distribution park
52	9				General industrial / business area
163	9				General industrial / business area
196	9				General industrial / business area
3	10				General industrial / business area
50	10				General industrial / business area
125	10				General industrial / business area
162	10				General industrial / business area
194	10				N/A
220	10				General industrial / business area
228	10				N/A

Site reference (SELA)	Map sheet (number)	Market attractiveness	Site constraints	Likely economic viability	Capacity of developer to complete and let or sell the development over the Plan Period
49	11				General industrial / business area
126	11				General industrial / business area
170	11				Site for a Specific Occupier
178	11				N/A
210	11				Site for a Specific Occupier
216	11				General industrial / business area
223	11				Site for a Specific Occupier
224	11				N/A
226	11				Incubator / SME cluster
2	12				General industrial / business area
230	12				N/A
231	12				N/A
242	12				N/A
244	12				N/A

North Kirklees

5.6 55 sites were assessed in North Kirklees (one site was split to provide a more accurate assessment therefore the table includes 56 rows). 8 sites were identified where it was considered that the developer is likely to have capacity to complete and let or sell the development over the plan period. 3 of these sites are identified as sites for specific occupiers. The remaining 5 sites are:

- **Site 28 (Map sheet 1)** – Whitehall Road West, Birkenshaw, Cleckheaton; 5.38ha, remaining part of UDP allocation; identified as a general industrial / business site
- **Site 31 (Map sheet 1)** – Access 26, Bradford Road, Cleckheaton; 0.43ha, remaining part of UDP allocation; identified as a warehouse & distribution park site
- **Site 54 (south) (Map sheet 1)** – Land North of 16-32 Dark Lane, Birstall, Batley; 3.6ha, remaining part of UDP allocation but southern portion only; identified as a general industrial / business site
- **Site 174 (Map sheet 1)** – Land west of 65-65a Field Head Lane, Birstall, Batley; 2.26ha, submitted through the call for sites; identified as a general industrial / business site
- **Site 234 (Map sheet 3)** – Land north of Granny Lane, Mirfield; 11ha, submitted through the call for sites; identified as a general industrial / business site

5.7 32 sites were identified where it was considered that the developer may have capacity to complete and let or sell the development over the plan period. 5 of these sites were identified as sites for specific occupiers, with the optimum market segments for the remaining sites identified as follows:

- 20 sites identified as general industrial / business sites
- 2 sites identified as warehouse & distribution park sites (sites 204 and 235 – the same duplicate site, one of the strategic site options at Junction 26, Cleckheaton)
- 5 sites identified as high quality business park sites (sites 97, 98 and 195 – the strategic site options at Chidswell; and sites 205 and 209 – the strategic site options at Cooper Bridge)

5.8 16 sites were identified where it was considered that a developer will not have capacity to complete and let or sell the development over the plan period.

Huddersfield

5.9 15 sites were assessed in the Huddersfield market zone. 3 sites were identified where it was considered that the developer is likely to have capacity to complete and let or sell the development over the plan period. These sites are:

- **Site 38 (Map sheet 4)** – Bradley Road Business Park, Old lane/Bradley Road, Bradley, Huddersfield; 7.17ha, remaining part of UDP allocation – but assessed excluding the area covered by site 222; identified as an office location (due to being part of an existing office led mid-tier business park)
- **Site 192 (Map sheet 5)** – St Luke's Hospital, Nabcroft Lane, Crosland Moor, Huddersfield; 9ha, submitted through the call for sites; identified as a general industrial / business site
- **Site 36 (Map sheet 6)** – Holset Car Park, St Andrew's Road, Huddersfield; 1.29ha, submitted through the call for sites; identified as a R&D / Advanced manufacturing site (due to proximity to University of Huddersfield)

5.10 9 sites were identified where it was considered that the developer may have capacity to complete and let or sell the development over the plan period. The optimum market segment for these sites is identified as follows:

- 2 sites identified as general industrial / business sites
- 5 sites identified as warehouse & distribution park sites (4 of these sites are sites covering the vast majority of the same land – 48, 168, 191 and 227 are all Land off Lindley Moor Road, Crosland Road, Lindley, Huddersfield; and the other site – 225 – is located close known as Land to the north, north east and east of 6 Burn Road, Birchencliffe – all of these sites are in close proximity to Junction 24 of the M62 at Ainley Top)
- 2 sites identified as office locations (site 222, which is located at Bradley Road Business Park, as per site 38 (see above); and site 203 – Former Kirklees College, Portland Street, Huddersfield)

5.11 3 sites were identified where it was considered a developer will not have capacity to complete and let or sell the development over the plan period.

South Kirklees

5.12 34 sites were assessed in South Kirklees. 6 sites were identified where it was considered that the developer is likely to have capacity to complete and let or sell the development over the plan period. 2 of these sites are identified as sites for specific occupiers. The remaining 4 sites are:

- **Site 182 (Map sheet 6)** – Land north of 7 Wakefield Road, Grange Moor, Huddersfield; 11.95ha, submitted through the call for sites; identified as a high quality business park site, as per the existing development across the road
- **Site 177 (Map sheet 8)** – Park Mill, Colliers Way, Clayton West, Huddersfield; 0.6ha, remaining part of UDP allocation; identified as a general industrial / business site
- **Site 3 (Map sheet 10)** – Land north east of Bottoms Mill, Woodhead Road, Holmfirth; 2.08ha, remaining UDP allocation; identified as a general industrial / business site
- **Site 162 (Map sheet 10)** – 72 Neilly Works, New Mill Road, Honley, Holmfirth; 1.49ha, submitted through the call for sites; identified as a general industrial / business site

5.13 15 sites were identified where it was considered that the developer may have capacity to complete and let or sell the development over the plan period. 2 of these sites were identified as sites for specific occupiers, with the optimum market segments for the remaining sites identified as follows:

- 10 sites identified as general industrial / business sites
- 2 sites identified as warehouse & distribution park sites (sites 199 and 206 – the strategic site options at Clayton West)
- 1 site identified as an Incubator / SME cluster site (site 226 - Euro Link Business Park, Knowle Lane, Meltham, Holmfirth, which appears to already include a number of units with opportunities for incubator / SME businesses).

5.14 13 sites were identified where it was considered a developer will not have capacity to complete and let or sell the development over the plan period. In the South Kirklees area a number of these sites are former mills where significant clearance work would likely render an employment development unviable.

Consideration of strategic site options

5.15 As part of this Market Strength Assessment, the Council has asked GVA to focus consideration on 4 strategic locations identified by the Council and the options for employment land provision in these localities.

- 5.16 These locations have been mentioned in the summary of the schedule of sites by market zone above. The sites and locations are identified on the mapping included in Appendices 6 and 8, and on the market zone mapping included in Appendix 5.
- 5.17 Each locality is considered in more detail below with a focus on the relative market strength and achievability of each site. We have reviewed the policy context and the property market within the locality (typically within a 2 mile radius), and we have also included a review of the site assessment exercise for each of the sites.

Cooper Bridge

- 5.18 The strategic site options at Cooper Bridge have been identified by the Council as sites 205 and 209 and these are shown on map sheet 3 in Appendices 6 and 8.

Policy review

- 5.19 The withdrawn Core Strategy states that Cooper Bridge is a natural extension to the Kirklees Strategic Economic Zone (KSEZ) that runs north east along the A62 from Huddersfield Town Centre. The KSEZ is seen as the primary location for economic activity in Huddersfield and South Kirklees. It indicates that Land at Cooper Bridge will take advantage of the location with access to the motorway and the Leeds City Region.
- 5.20 The Core Strategy also stipulates that the site is expected to attract investment due to its location in the “West Yorkshire manufacturing arc” linking south Leeds, Dewsbury and Batley, Huddersfield, Brighouse and south Bradford, and that Cooper Bridge offers opportunities for significant investment in new employment and is considered a strategic location for development.
- 5.21 The Kirklees Business Deal states that Council efforts to release employment land will be concentrated along strategic employment and transport corridors, including the A62 / A644 leading to the proposed Cooper Bridge site. This will unlock significant opportunities for new investment and employment and in the case of Cooper Bridge will link to the manufacturing arc that flows through South Leeds, Dewsbury, Batley, Huddersfield, Brighouse and South Bradford.
- 5.22 The Council’s 25th April 2013 Cabinet Report sets out that the West Yorkshire plus Transport Fund scheme to improve the A644 Dewsbury to M62 including Cooper Bridge will support employment growth in the Cooper Bridge area.

Market review

- 5.23 Desk-top analysis using the Focus database reveals that there has been limited transactional activity in close proximity to the Cooper Bridge site during the last 24 months, with only two small industrial lettings being recorded. Both deals related to properties to the south of the subject site: on Leeds Road and Huddersfield Road. Whilst not all transactions will have been captured by the database it does provide an indication of the level of market activity within a defined search radius and period of time.
- 5.24 Our property availability search shows there to be in excess of 20 properties available to rent or buy within close proximity to the site and the majority of these are situated to the immediate south and south-west. The nature of the existing stock varies in terms of type and quality but broadly the predominant property type is small secondary industrial units on multi-let estates.
- 5.25 Cooper Bridge is situated within the North Kirklees Market Zone to the immediate north-east of the Huddersfield Market Zone. It lies on the Leeds Road corridor and on the outer edge of the M62 motorway corridor to the south-east of junction 25 which is considered one of the most strategic junctions. Cooper Bridge is within close proximity to Mirfield with Dewsbury, Batley and Cleckheaton being located further-afield. Collectively these locations represent the anchor points of the North Kirklees Market Zone.
- 5.26 The strategic location of Cooper Bridge suggests a great deal of potential exists for this strategic site option. We consider the relatively limited amount of market activity within a defined radius of the site to be reflective of a limited supply of property and not an indication of market failure. Our agent and developer engagement, combined with our own data analysis, suggests the site has potential from an employment perspective.

Site assessments

- 5.27 As identified above, the sites in general were considered likely to be attractive to the market given their proximity to the M62 and the Leeds Road corridor, and given the planned infrastructure improvements.
- 5.28 The sites are, however, considered to have significant development constraints, with the need to address contamination from historic uses, the requirement for investment to create suitable access and the potential topographical issues to the north. There is also understood to be a gas main running north-south through the site but due to the size of the site this is not seen as a major constraint.

- 5.29 The two sites cover broadly the same area, with site 205 extending to include the waste water treatment works to the south of Leeds Road. Site 205 therefore has more challenging physical constraints as significant remediation will be required.
- 5.30 It is considered that the sites are suitable for the full range of B class uses and that their optimum market segment would be a high quality business park.
- 5.31 Overall it is considered that the sites may be economically viable, and the developer may have capacity to complete and let or sell the development over the plan period. It is considered that public sector intervention may be secured to support the development of the site. The scale of the sites would mean that they would require investment in infrastructure, even without consideration of constraints.
- 5.32 It is understood that there are two site owners – The Kirklees Estate and Keyland Developments. It is understood that the land owners are working collaboratively. This will be important to ensure that the site constraints can be resolved and that a collaborative / considered offer is put to the market to make the best of this strategic opportunity.

Junction 26 at Cleckheaton

- 5.33 The strategic site options at Junction 26 have been identified by the Council as sites 189 (duplicated by 238) and 204 (broadly duplicated by 235) and these are shown on map sheet 1 in Appendices 6 and 8.

Policy review

- 5.34 The withdrawn Core Strategy states that the provision of land at Birstall and Cleckheaton is intended to increase choice of location in north Kirklees for investment and to ensure the supply of land is not dependent on bringing forward just one or two large sites.
- 5.35 The Kirklees Business Deal indicates that Kirklees will seek to bring forward employment land in Cleckheaton offering locally significant employment and investment opportunities.

Market review

- 5.36 Desk-top analysis using the Focus database reveals there has been a regular amount of letting activity in close proximity to the Junction 26 sites during the last 24 months, with 21 deals being recorded; the majority of which relate to industrial lettings. Transactional activity has occurred immediately off junction 26 and also to the north (off the M606), south (off the A638) and west (off the A58) of the site. Whilst not all transactions will have been captured by the database it does provide an indication of the level of market activity within a defined search radius and period of time.

- 5.37 Our property availability search shows there to be in excess of 50 properties available to rent or buy within close proximity to the sites and the majority of these are situated to the immediate south along the A638 heading towards and running through Cleckheaton which is a well-established employment location. The existing stock in the area varies enormously. Office accommodation ranges from small office suites – often in multi-tenanted period buildings – to single occupancy head office type buildings of relatively modern construction. In the industrial sector accommodation ranges from secondary and tertiary units to large, relatively modern Grade A units.
- 5.38 The Junction 26 sites are situated within the North Kirklees Market Zone. One of the site options lies to the immediate north and west of junction 26 of the M62 which is considered one of the most strategic junctions in the district. Its situation therefore places it at the centre of the motorway corridor. The Junction 26 sites are situated within close proximity to Cleckheaton and to the west of Batley, both of which are well established industrial locations that have an ‘anchor’ role for the North Kirklees Market Zone.
- 5.39 The strategic location of the Junction 26 sites suggests potential exists from a market perspective.

Site assessments

- 5.40 The sites under consideration are two physically distinct sites located either side of the M606. The sites are in two different ownerships.
- 5.41 Site 189 (also site 238) is the former North Bierley Waste Water Treatment Works in Cleckheaton. The site is being promoted by Keyland Developments and they are the current landowner of the majority of the site (they plan to buy the remaining land). They are promoting the site for a mixed use scheme, with the housing element to be introduced to the site to make the employment element viable. They are promoting light industrial and storage and distribution employment uses with a total combined total floor area of c.500,000 sq.ft anticipated. They anticipate a phased development from north to south.
- 5.42 Whilst the site will have motorway frontage (M606/M62), it does not have a direct access to the motorway junction and the route to reach the site is a local road only, which runs parallel to and then crosses through a bridge under the motorway.
- 5.43 Site 204 (also site 235) is a greenfield site promoted by Henry Boot Developments for employment use. The site is located on the A58 which links directly in to the Junction 26 roundabout and development would be visible from the motorway (M62).
- 5.44 Given their strategic location in relation to the motorway network, the sites are likely to be attractive to the market. However, given the access arrangements between site 189 (238)

and the motorway, this could affect the sites market attractiveness, and therefore this site has been identified as 'may be attractive to the market'.

- 5.45 Site 189 (238) has been identified as having significant development constraints due to the previous use of the site / likely contamination and the topography across the site (with undulation and some steep slopes). The site is also crossed by high voltage (HV) power lines but due to the size of the site these are not seen as a major constraint.
- 5.46 Site 204 (235) has been identified as having potentially significant development constraints as the site has some topographical issues, falling away to the north. The site is also identified as potentially contaminated by the Council but this is thought unlikely given its greenfield nature.
- 5.47 Site 204 (235) has been identified as a warehouse & distribution park site given the opportunity for relatively immediate access onto the M62. Given the more convoluted access arrangements, site 189 (238) has been identified as a site for general industrial / business use.
- 5.48 Overall it is considered that the sites may be economically viable, and the developer may have capacity to complete and let or sell the development over the plan period. It is considered that public sector intervention may be secured to support the development of the sites. Whilst both sites are identified in the same viability category, it is likely that site 204 (235) would be considered more viable than site 189 (238) given the physical constraints and access issues experienced by the latter. The scale of the sites would however mean that both would require investment in infrastructure, even without consideration of constraints.

Chidswell

- 5.49 The strategic site options at Chidswell have been identified by the Council as sites 92, 97, 98 and 195, and these are shown on map sheet 2 in Appendices 6 and 8.

Policy review

- 5.50 The withdrawn Core Strategy indicates that Chidswell has similar advantages to Cooper Bridge, providing the opportunity to substantially increase the availability and choice of jobs for Dewsbury and Batley residents. It also indicates that Chidswell offers opportunities for significant investment in new employment and is considered a strategic location for development.
- 5.51 The Kirklees Business Deal states that Council efforts to release employment land will be concentrated along strategic employment and transport corridors, including the A653 to Chidswell.

5.52 The Council's 25th April 2013 Cabinet Report sets out the West Yorkshire plus Transport Fund scheme to improve the A653 Leeds to Dewsbury corridor, supporting housing and employment growth in north Dewsbury (Chidswell) while providing existing and new residents with faster access (by car and bus) to Leeds city centre, White Rose, Aire Valley and the M62 corridor.

Market review

5.53 Desk-top analysis using the Focus database reveals there has been a regular amount of letting activity in close proximity to the Chidswell sites during the last 24 months, with 52 deals being recorded (with a broadly equal split of office to industrial transactions). However, more than 80% of those transactions recorded related to properties situated within the administrative boundary of Leeds or Wakefield (to the north of the M62 or the east of the M1). Those transactions that took place within the Kirklees administrative area related to industrial properties and were focussed towards the north of Dewsbury. Whilst not all transactions will have been captured by the database it does provide an indication of the level of market activity within a defined search radius and period of time.

5.54 Our property availability search shows there to be in excess of 200 office or industrial properties available to rent or buy within close proximity to the sites. The majority of the available office stock is situated over the border in Leeds or Wakefield. In terms of industrial availability Batley and Dewsbury have a stronger presence. Activity that falls within the administrative boundary of Kirklees is focussed primarily along or immediately off Dewsbury Road/Leeds Road and Bradford Road.

5.55 The Chidswell sites are situated on the north-eastern edge of the North Kirklees Market Zone. It lies to the immediate north and east of Dewsbury (an established employment location), south of the M62 and west of the M1.

5.56 The strategic location of the Chidswell sites suggests potential exists for this strategic locality option from a market perspective. This is supported by their proximity to Dewsbury and the M62 motorway corridor (with junctions 27 and 28 being the closest access points). Our data analysis demonstrates the extent of market activity within close proximity to the sites although much of the recent activity has taken place just outside of the Kirklees administrative boundary. This is likely to suggest a lack of supply within Kirklees itself, rather than an indication of market failure.

Site assessments

- 5.57 Reflecting the above, all of the sites are considered likely to be attractive to the market given their location in the Leeds Road corridor within a 5 minute drive of the motorway (with the M62 and M1 close by).
- 5.58 Sites 92, 97 and 98 are owned and promoted by the Savile Estate, a major landowner in the Kirklees District. Sites 97 and 98 are overlapping and are promoted for alternative mixed use proposals. Site 195 is promoted by the Church Commissioners for England for a mixed use scheme.
- 5.59 Sites 92 and 195 are identified as having significant development constraints. Site 92 has significant topographical concerns with the site sloping from south to north. The proposed access arrangements are also unclear and could be a constraint / require third party land. Site 195 has a significant constraint in terms of access, and also has some potential topographical concerns. The site is also crossed by HV power lines but due to the size of the site these are not seen as a major constraint.
- 5.60 Sites 97 and 98 are identified as having potentially significant constraints in the form of possible topographical issues, HV power lines and potential contamination (site 97 is close to a disused tip).
- 5.61 Site 97, 98 and 195 are identified as sites which could accommodate the full range of B class uses and that their optimum market segment would be a high quality business park.
- 5.62 Site 92 is identified as a site for general industrial / business use given the adjacent development and less strategic access arrangements.
- 5.63 Overall it is considered that the sites may be economically viable, and the developer may have capacity to complete and let or sell the development over the plan period. It is considered that public sector intervention may be secured to support the development of the sites. Whilst all sites are considered to be in the same viability category, it is likely that sites 97 and 98 would be more viable than sites 92 and 195 given the more significant development constraints. The scale of the sites would however mean that they would all require investment in infrastructure, even without consideration of constraints.

Clayton West

- 5.64 The strategic site options at Clayton West have been identified by the Council as sites 199 and 206 and these are shown on map sheet 8 in Appendices 6 and 8.

Policy review

- 5.65 The withdrawn Core Strategy supports the provision of employment land at Clayton West to ensure that there will be opportunities for new jobs to be provided reasonably close to towns and villages across the south of Kirklees.
- 5.66 It also indicates that this area is well served by the core public transport network and that land at Clayton West will provide a development opportunity for businesses in the south of Kirklees that require good links to the motorway network.

Market review

- 5.67 Desk-top analysis using the Focus database reveals that there has been a very limited amount of transactional activity in proximity to the Clayton West locality during the last 24 months, with only one industrial letting being recorded, relating to a small industrial unit off Wakefield Road. Whilst not all transactions will have been captured by the database it does provide an indication of the level of market activity within a defined search radius and period of time.
- 5.68 Our property availability search shows there to be 11 properties available to rent or buy within close proximity to the locality and the majority of these are situated off Wakefield Road. The majority of the existing stock is secondary industrial units on multi-let estates.
- 5.69 Clayton West is situated within the South Kirklees Market Zone. South Kirklees is considered substantially more rural in nature compared to North Kirklees and the existing property stock *typically* serves local, smaller scale, demand. Wakefield Road is considered a key route, running north to south parallel to the eastern boundary of the district. The M1 is within proximity to the east but does not run through Kirklees itself.
- 5.70 Clayton West is recognised by the market as a potentially significant strategic location and although our property market analysis shows a limited amount of market activity within a defined radius of the locality, we consider this to be reflective of a limited supply of property and not an indication of market failure.
- 5.71 Although Clayton West falls within the South Kirklees Market Zone, which is generally considered more rural in nature and better suited to serving smaller scale, local demand, it is situated to the eastern edge of the District. As a result, Clayton West can be differentiated from many of the South Kirklees sites which have been assessed as part of this exercise. Its scale, positioning on the A636 Wakefield Road and proximity to the M1, mean it is potentially more capable of supporting local *and* national occupiers.
- 5.72 Our agent and developer engagement, combined with our own data analysis, suggests the locality has potential from an employment perspective and could serve businesses that have

occupational requirements in the south of the district, especially those seeking proximity to the M1.

Site assessments

- 5.73 The two sites are largely the same area; however, site 199 covers an additional parcel of land to the north east. The sites are promoted by the Savile Estate.
- 5.74 The sites are identified as likely to be attractive to the market, as reflected above. They are located in proximity to the M1, albeit they fall outside of a 5 minute drive time.
- 5.75 The sites are identified as having potentially significant development constraints due to some topographical concerns. The sites are also identified as potentially contaminated / contaminated by the Council but this is thought unlikely given its greenfield nature.
- 5.76 The sites are identified as suitable for a range of B class uses (excluding offices), and the optimum market segment identified for the sites is a warehouse & distribution park. This may in reality serve more local occupiers as there are likely to be better sites for this closer to the motorway outside of the Kirklees area.
- 5.77 Overall it is considered that the sites may be economically viable, and the developer may have capacity to complete and let or sell the development over the plan period. It is considered that public sector intervention may be secured to support the development of the sites. The scale of the sites would mean that they would require investment in infrastructure, even without consideration of constraints.

6. Conclusions

- 6.1 This Market Strength Assessment report has reviewed the market context for Kirklees and has identified 3 market zones across the Kirklees area – North Kirklees, Huddersfield and South Kirklees, as well as the market drivers and characteristics of each zone.
- 6.2 The study has specifically assessed 105 sites identified by the Council as existing / potential employment sites in the future, as well as focussing on the Council's strategic site options with a more detailed assessment.
- 6.3 It is clear that there are a range of site types across Kirklees and some sites are identified as unlikely to be deliverable (the developer will not have capacity to complete and let or sell the development).
- 6.4 For the strategic site options, it is considered that they all may be economically viable and that a developer may have capacity to complete and let or sell the developments. For all of these sites, it is clear that even without consideration of specific constraints, infrastructure investment will be required due to their scale. *These sites are also identified as having the potential to secure public sector investment.*
- 6.5 We consider that the following funding opportunities may be available to the Council / developers to enable employment land development to be progressed in Kirklees (some of which have already been referred to in the economic policy section of this report).

Local Growth Deal

- 6.6 The £1billion-plus Local Growth Deal, which was agreed with Government in July 2014, will help to accelerate economic growth across the entire City Region by improving local transport links, accelerating housing growth and town centre regeneration, developing a skilled and flexible workforce, supporting growing businesses and building a resource-efficient City Region.
- 6.7 A local Assurance Framework has been developed by West Yorkshire Combined Authority (WYCA) and the LEP to govern any Growth Deal funding allocated by the LEP.

Business Growth Programme

- 6.8 The LEP's Business Growth Programme provides grant funding to businesses based in Leeds City Region or planning to invest here. Grants from £10,000 to £500,000 are available to create new jobs and business growth and a further £18m has been secured from the Local Growth

Fund to extend the life of the investment programme by 3 years. The Business Growth Programme can contribute towards:

- Capital investment in land, buildings, plant, machinery and equipment.
- Research and development activity (except applied research) where this will support business and jobs growth.

6.9 To receive funding projects must:

- Create new permanent jobs in Leeds City Region.
- Have private finance available to invest alongside Business Growth Program funding. For every £1 of Business Growth Programme funding sought at least £4 of private sector investment is needed.
- Be within Leeds City Region key growth sectors (health and life sciences, digital & creative, low carbon & environmental, advanced manufacturing, financial & business service).

Growing Places Fund

6.10 The LEP's Growing Places Fund offers loans to businesses to invest in capital projects. Funds can be used by a company to acquire or upgrade physical assets such as property, industrial buildings or equipment. The fund supports infrastructure projects that will help to accelerate economic growth, deliver new jobs, remove barriers to development and use resources more efficiently. It is designed for projects that are ready to proceed, but have been delayed and now need support to kickstart the development.

6.11 Round 3 of the Growing Places Fund has up to £6m to lend to businesses and organisations of any size, based in or looking to invest in the City Region. Loans are available between £0.5m and £1m and should lever in at least £3 of private funding for every £1 of loan.

The Revolving Investment Fund

6.12 The £10m Revolving Investment Fund (RIF) has been established to address market failures in the provision of commercial loan finance. Its aim is to catalyse investment, accelerate economic growth and drive job creation in the Leeds City Region. In particular, the RIF creates an avenue for developers and business to work together with the public sector to drive investment in commercially viable projects, where conventional sources of finance are insufficient and/or unavailable. The RIF makes investments (minimum of £1m) on commercial terms and compliant with State Aid restrictions, to meet the gaps where private finance cannot be obtained. It does not provide grant funding.

European Funding

- 6.13 The Leeds City Region has been notionally allocated £338 million of funding from the European Union to support business growth and create jobs for people in the Region over the next seven to ten years. The LEP plays a key role, working alongside other stakeholders, in determining how this funding should be invested to create the best economic outcomes for our City Region.
- 6.14 The funds support investment in innovation, businesses, skills and employment and create jobs. Running from 2014 to 2020, there are three types of funds involved in the programme.
- European Social Fund (ESF) focuses on improving the employment opportunities, promoting social inclusion and investing in skills by providing help people need to fulfil their potential.
 - European Regional Development Fund (ERDF) supports research and innovation, small to medium sized enterprises and creation of a low carbon economy.
 - European Agricultural Fund for Rural Development (EAFRD) supports rural businesses to grow and expand, improve knowledge and skills and get started.
- 6.15 A variety of requirements and criteria must be met in order to apply for funding through the programme. The programme guidance sets out who is eligible to apply for funding from the European Regional Development Fund and the European Social Fund.



Appendices

Appendix 1: Site assessment proforma

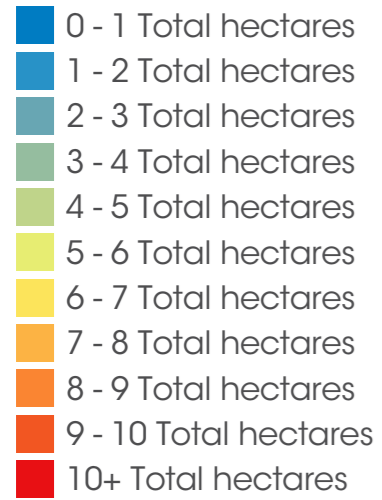
INSERT SITE REFERENCE

BASIC INFORMATION	
Site address	Insert address
Map sheet	Insert map sheet reference
Source	UDP / CFS
Market Zone	North Kirklees / South Kirklees / Huddersfield; also note if in 1.5km motorway corridor
Strategic site option	Chidswell / J26 @ Cleckheaton / Cooper Bridge / Clayton West / Longley Park Golf Course
Gross Site Area	Area within the red / blue line on the map
Available Site Area	Area understood to be under consideration for development (i.e. remaining allocation land)
Planning Permission (B1/B2/B8) **	Reference number, description of development, live / expired, if completed
Planning Permission (non-B1/B2/B8) **	Reference number, description of development, live / expired, if completed
SITE ASSESSMENT - SUITABILITY	
Market Attractiveness *	Likely to be attractive to market (colour green) / May be attractive to the market (colour amber) / Unlikely to be attractive to the market (colour red) / Site for a specific occupier (colour blue)
Market activity	Site being actively marketed for employment uses / evidence of employment marketing in the wider locality / no evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A640, A642, A629, A644, A637, A638, A650) / close to motorway (M62 / M1 / M606)
Location	Urban / edge of urban / outside of urban / (Tier 1 / Tier 2 / Tier 3 / Tier 4 / Tier 5 / Tier 6)
Adjacent Uses	Residential / Retail / leisure / Commercial / Community / Mix of uses / No neighbouring uses
Site constraints *	Significant development constraints (colour red) / potentially significant development constraints (colour amber) / no significant development constraints (colour green)
Highways (access)	Suitable site access currently achievable / suitable site access not currently achievable (standard works required to create an access not considered a significant constraint)
Highways (network capacity / accident clusters)	Network capacity or accident cluster issues / No network capacity or accident cluster issues
Contamination	Site known to be contaminated / site potentially contaminated / site assumed not contaminated
Air quality / noise	Significant air quality or noise concerns / potential air quality or noise concerns / no air quality or noise concerns
Topography	Significant topographical issues / some topographical issues / no topographical issues
Other physical constraints	Any other physical constraints identified (HV cables etc.)
Site clearance	Large scale clearance required / limited clearance required / no clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution) - NOT TO BE COMPLETED IF ROW 30 IS RED
Optimum Market Segment	General industrial / business area High quality business park Warehouse & distribution park R&D / Advanced Manufacturing Heavy / specialist industrial Incubator / SME cluster Specialised freight terminal Recycling / environmental industries Site for a specific occupier (expansion site for existing business) (colour blue) - NOT TO BE COMPLETED IF ROW 30 IS RED
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor - - NOT TO BE COMPLETED IF ROW 30 IS RED
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable (colour green) / May be economically viable, may secure public sector intervention (colour amber) / Unlikely to be economically viable (colour red) - to be based on * categories above
Timescale for development **	Immediate to Short Term (up to 5 years) / Medium to Long Term (5+ years) - - NOT TO BE COMPLETED IF ROW 30 IS RED
Willing land owner **	Colour cell green if willing, purple if unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity (colour green) / Developer may have capacity (colour amber) / Developer will not have capacity (colour red) - to be based on ** categories above

Potential Employment Market Segment	Definition
Office Locations	Sites and premises, predominately in or on the edge of town and city centres, already recognised by the market as being capable of supporting pure office (or high technology R&D/business uses).
General Industrial/Business Areas	Coherent areas of land which are, in terms of environment, road access, location, parking and operating conditions, well suited for retention in industrial use. Often older, more established areas of land and buildings. A mix of ages, qualities and site/building size.
High Quality Business Parks	These are likely to be sites, no less than 5ha but more often 20ha or more, already occupied by national or multi-national firms or likely to attract those occupiers. Key characteristics are quality of buildings and public realm and access to main transport networks. Likely to have significant pure office, high office content manufacturing and R & D facilities. Includes 'Strategic' inward investment sites.
Warehouse & Distribution Parks	Large, often edge/out of town serviced sites located at key transport interchanges.
R&D / Advanced Manufacturing	Usually office based developments, which are strongly branded and managed in association with academic and research institutions. They range from incubator units with well developed collective services, usually in highly urban locations with good public transport access to more extensive edge/out of town locations.
Heavy/Specialist Industrial Sites	Generally large, poor quality sites already occupied by or close to manufacturing, and processing industries. Often concentrated around historic hubs such as ports, riverside and docks.
Incubator/SME Cluster Sites	Generally modern purpose built, serviced units.
Specialised Freight Terminals eg aggregates, road, rail, wharves, air	These will be sites specifically identified for either distribution ; will include single use terminals eg aggregates.
Recycling/Environmental Industries Sites	Certain users require significant external storage. Many of these uses eg waste recycling plants can, if in modern premises and plant, occupy sites which are otherwise suitable for modern light industry and offices. There are issues of market and resident perceptions of these users. Some sites because of their environment (eg proximity to heavy industry, sewage treatment works etc) may not be marketable for high quality employment uses.
Sites for Specific Occupiers	Generally sites adjoining existing established employers and identified as principally or entirely intended for their use.

Appendix 2: Take-up mapping by megazone

Take up of Employment Land 2006 - 2014



HUDDERSFIELD

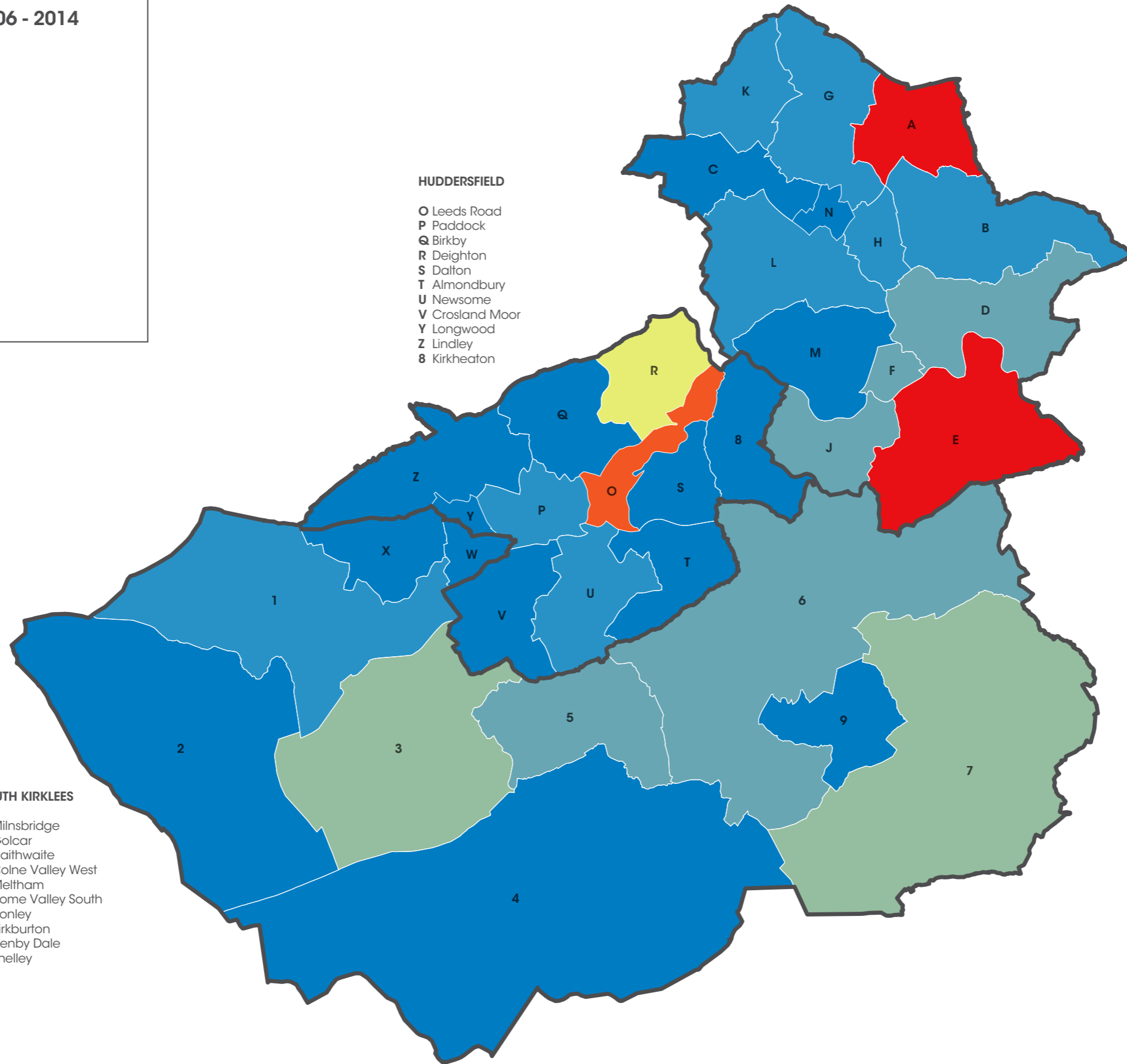
- O Leeds Road
- P Paddock
- Q Birkby
- R Deighton
- S Dalton
- T Almondbury
- U Newsome
- V Crosland Moor
- Y Longwood
- Z Lindley
- 8 Kirkheaton

NORTH KIRKLEES

- A Upper Birstall
- B Batley
- C Cleckheaton Town
- D Dewsbury
- E Thornhill
- F Ravensthorpe
- G Gomersal
- H Heckmondwike
- J Upper Hopton
- K Cleckheaton
- L Liversedge
- M Mirfield
- N Littleton

SOUTH KIRKLEES

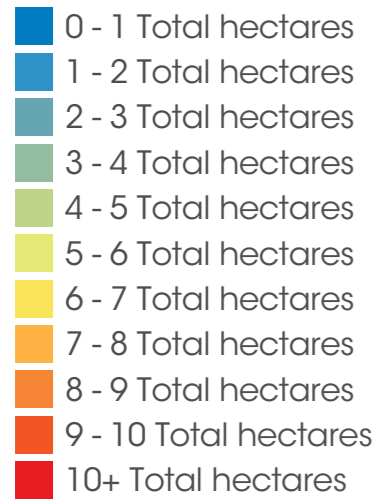
- W Miinsbridge
- X Golcar
- 1 Slaithwaite
- 2 Colne Valley West
- 3 Meltham
- 4 Home Valley South
- 5 Honley
- 6 Kirkburton
- 7 Denby Dale
- 9 Shelley



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Appendix 3: Map showing loss of employment land to residential

Loss of Employment Land to Housing 2006 - 2014



HUDDERSFIELD

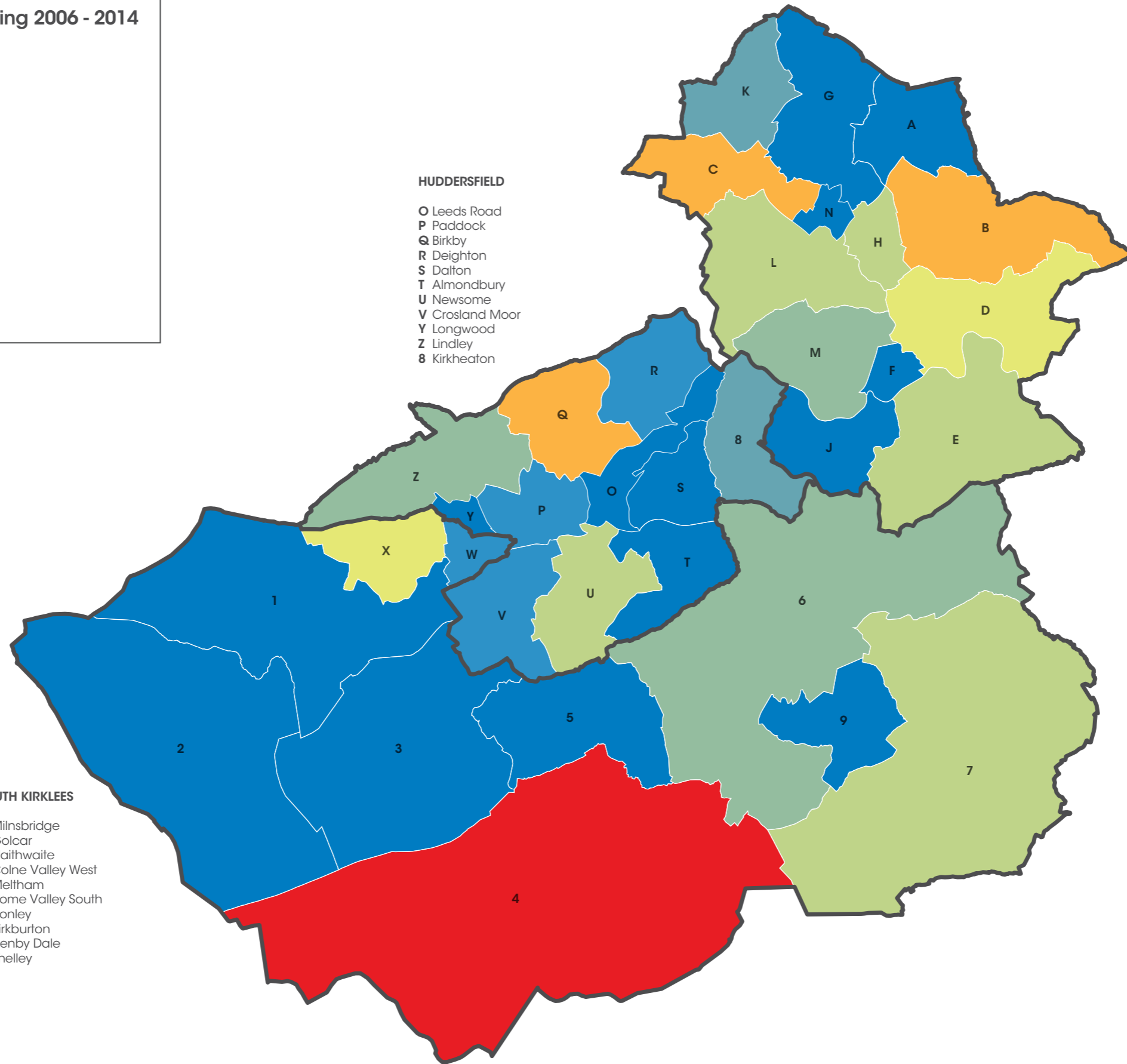
- O Leeds Road
- P Paddock
- Q Birkby
- R Deighton
- S Dalton
- T Almondbury
- U Newsome
- V Crosland Moor
- Y Longwood
- Z Lindley
- 8 Kirkheaton

NORTH KIRKLEES

- A Upper Birstall
- B Batley
- C Cleckheaton Town
- D Dewsbury
- E Thornhill
- F Ravensthorpe
- G Gomersal
- H Heckmondwike
- J Upper Hopton
- K Cleckheaton
- L Liversedge
- M Mirfield
- N Littleton

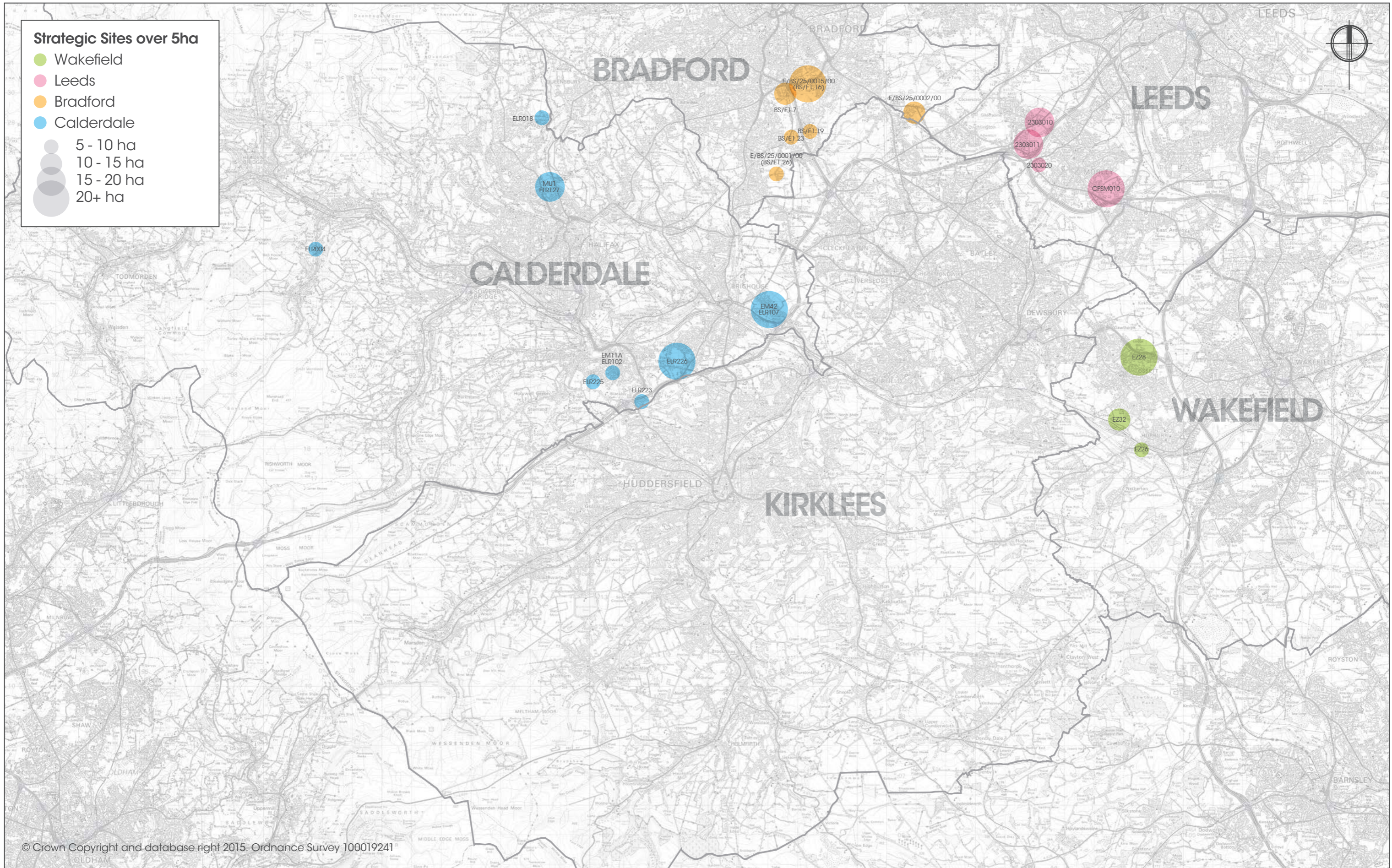
SOUTH KIRKLEES

- W Miinsbridge
- X Golcar
- 1 Slaithwaite
- 2 Colne Valley West
- 3 Meltham
- 4 Home Valley South
- 5 Honley
- 6 Kirkburton
- 7 Denby Dale
- 9 Shelley



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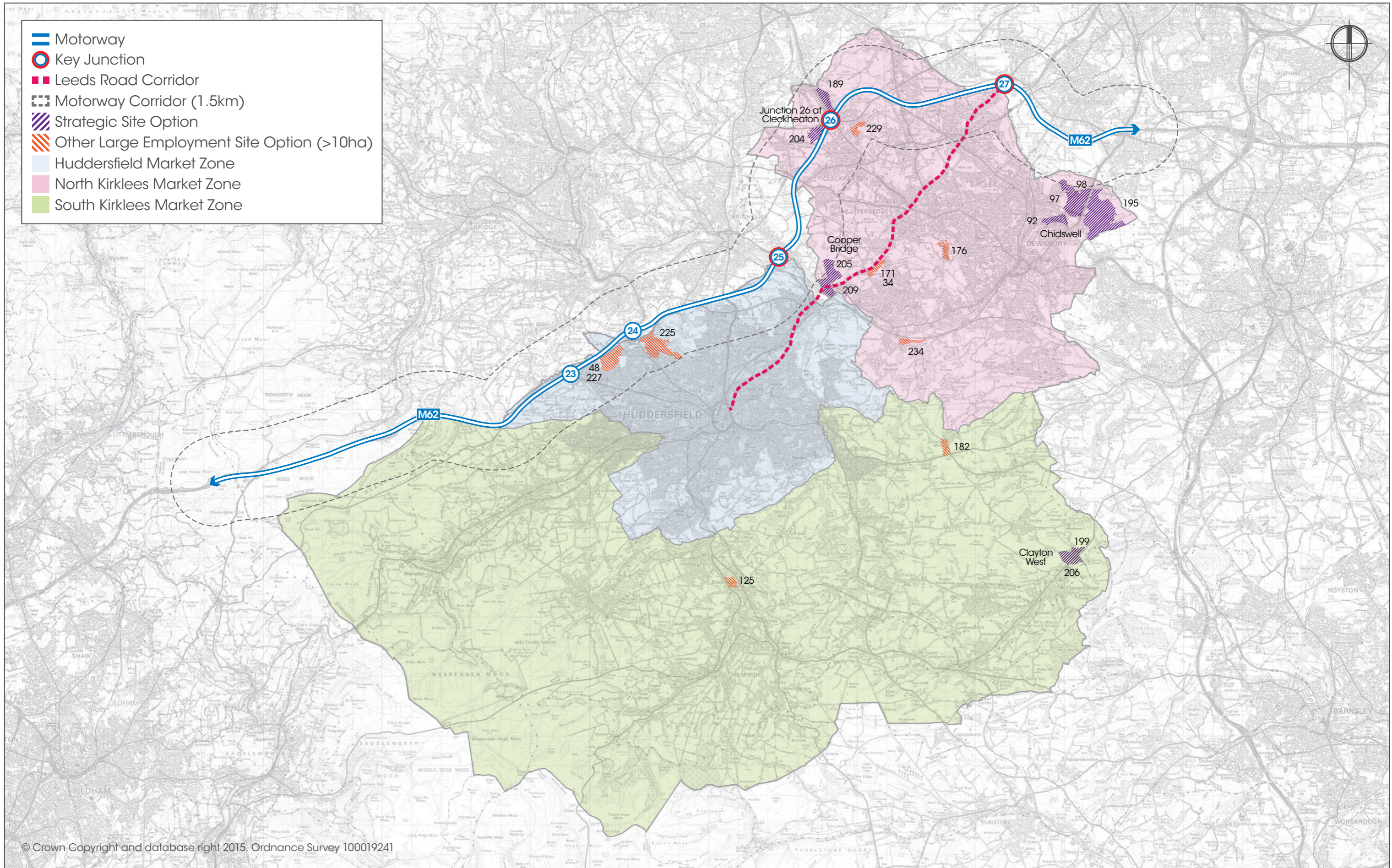
Appendix 4: Map showing employment sites over 5ha in neighbouring authorities

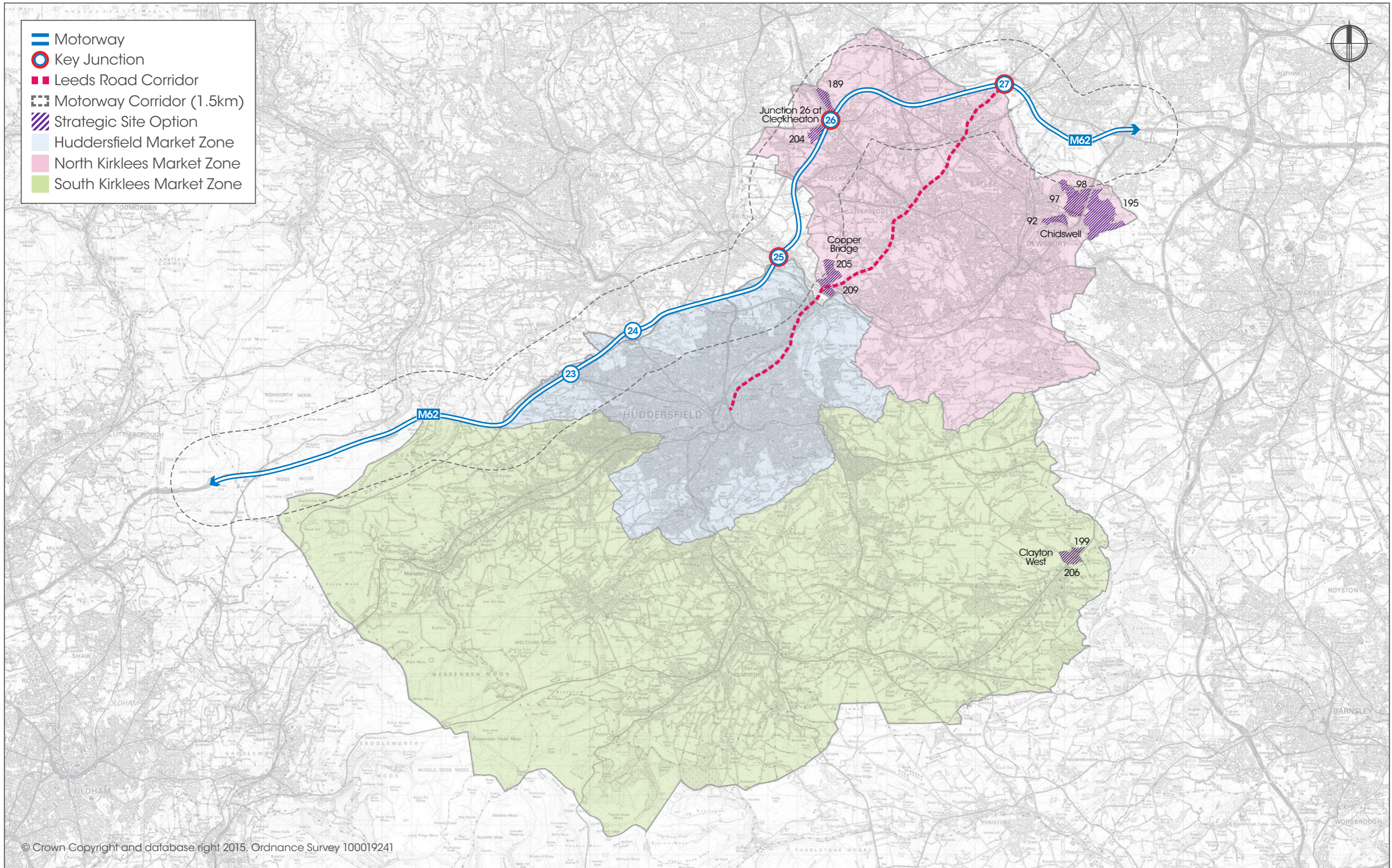


Kirklees Market Strength Assessment
 Sites over 5ha in Neighbouring Authorities
 May 2015



Appendix 5: Market zone mapping



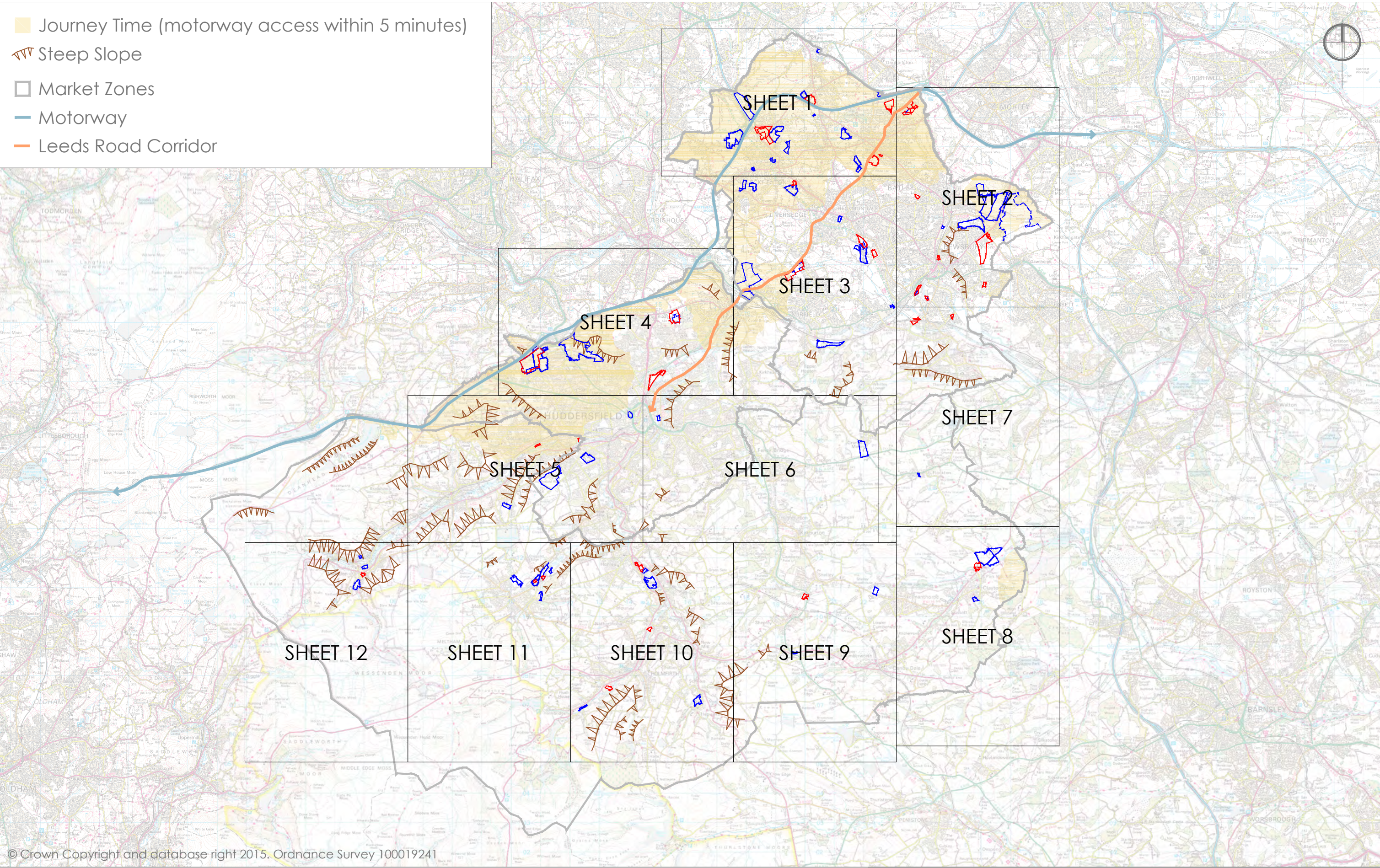


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Kirklees Market Strength Assessment
 Market Zone Plan
 May 2015

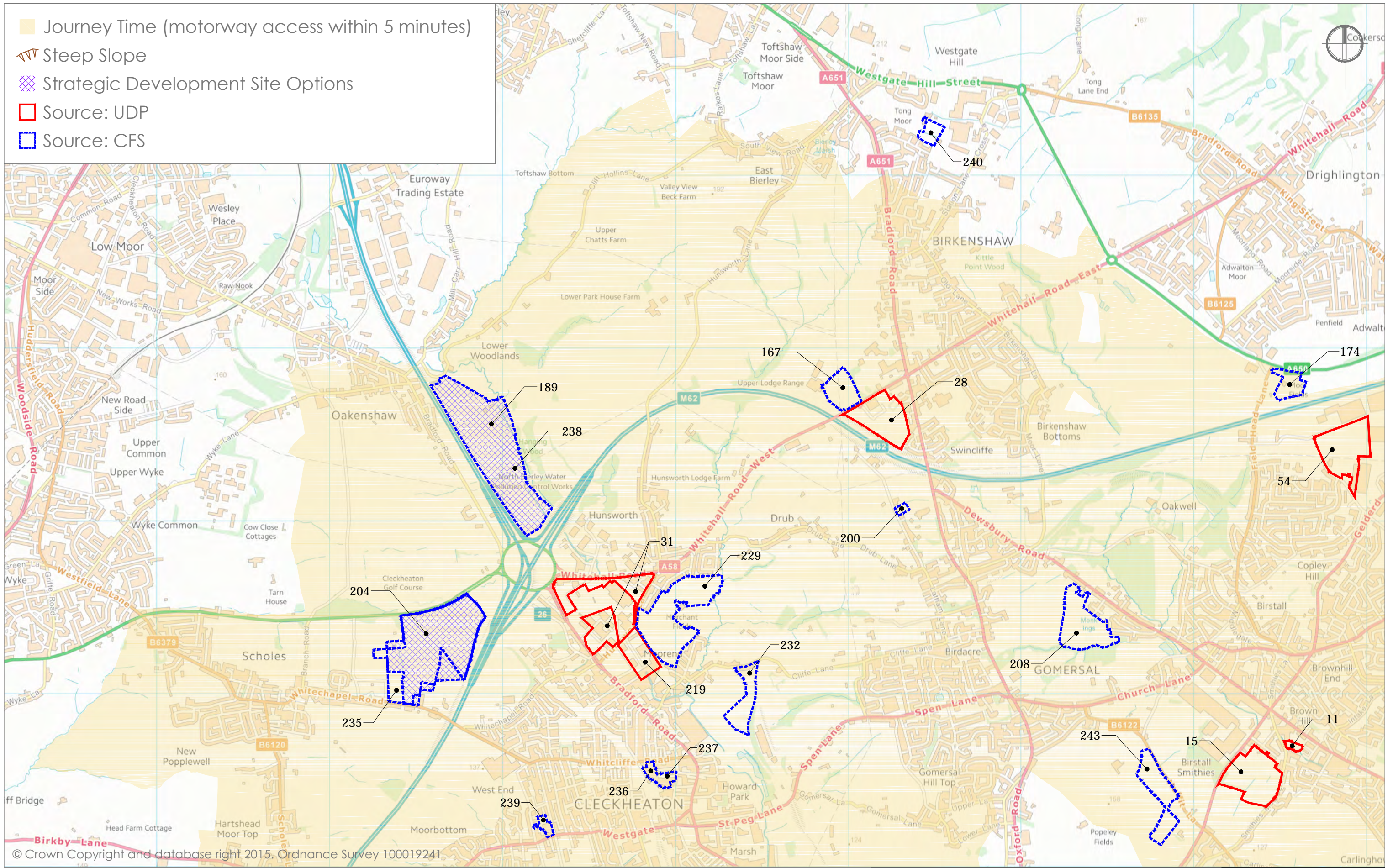


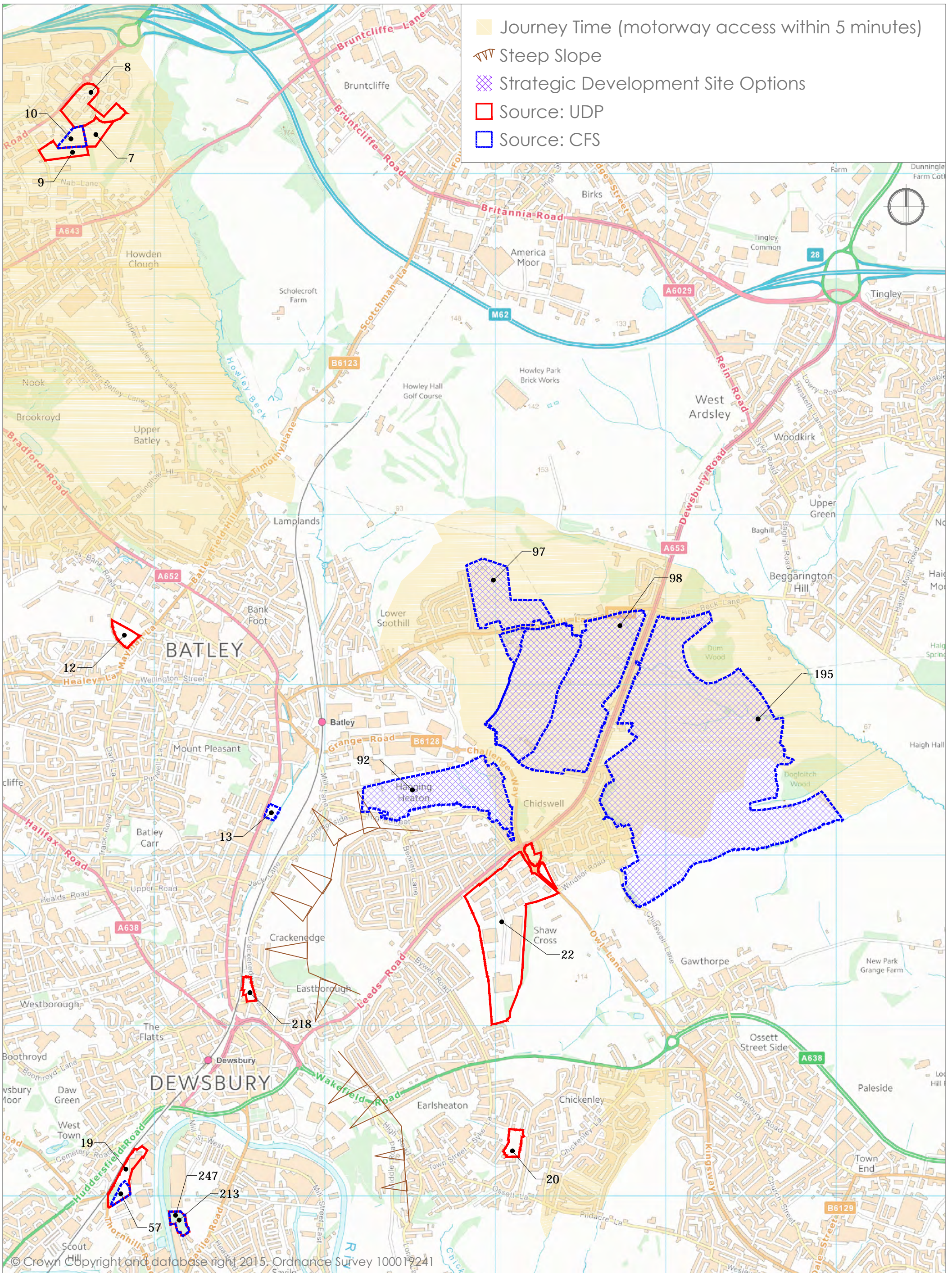
Appendix 6: Mapping of individual sites

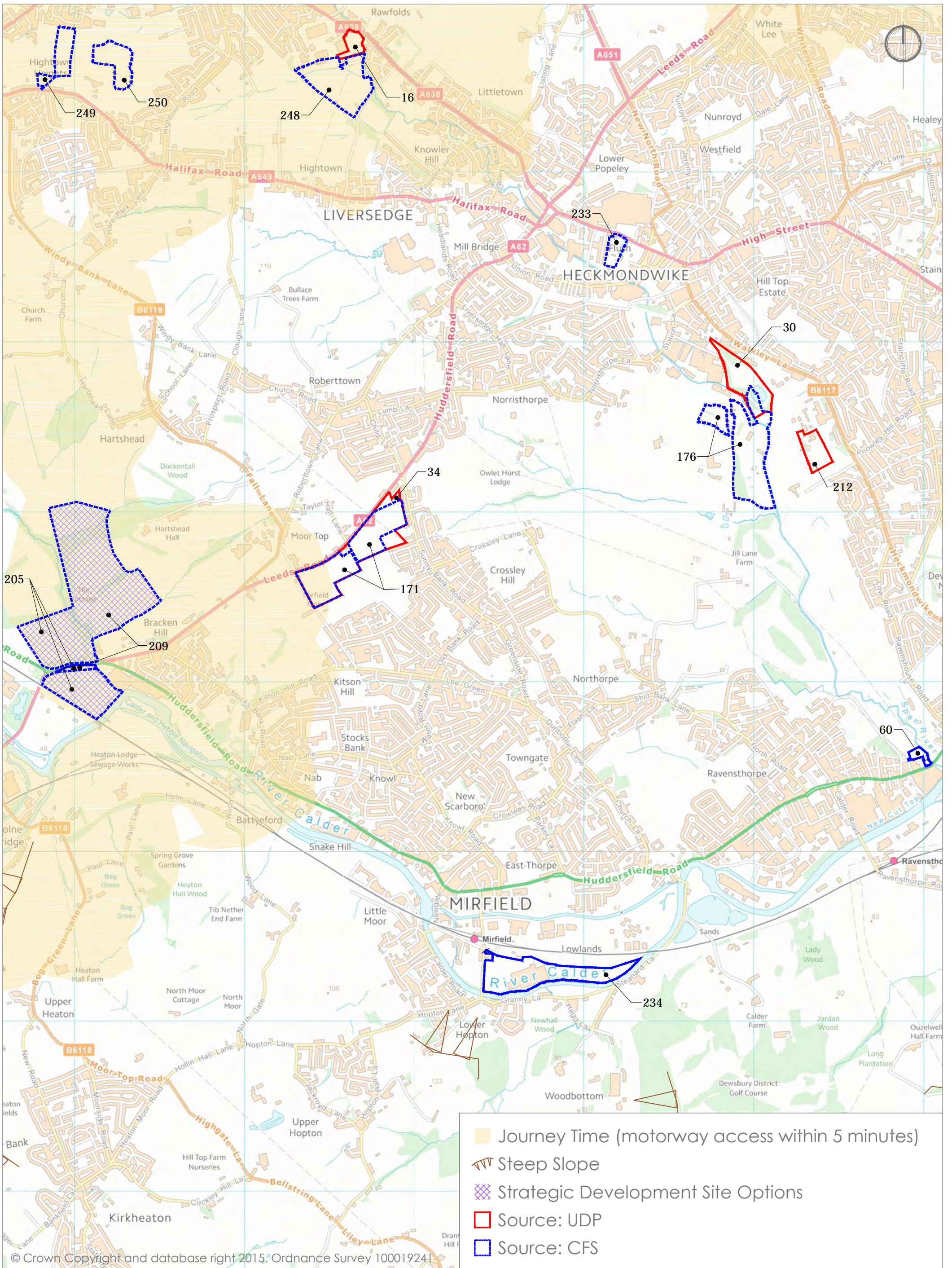


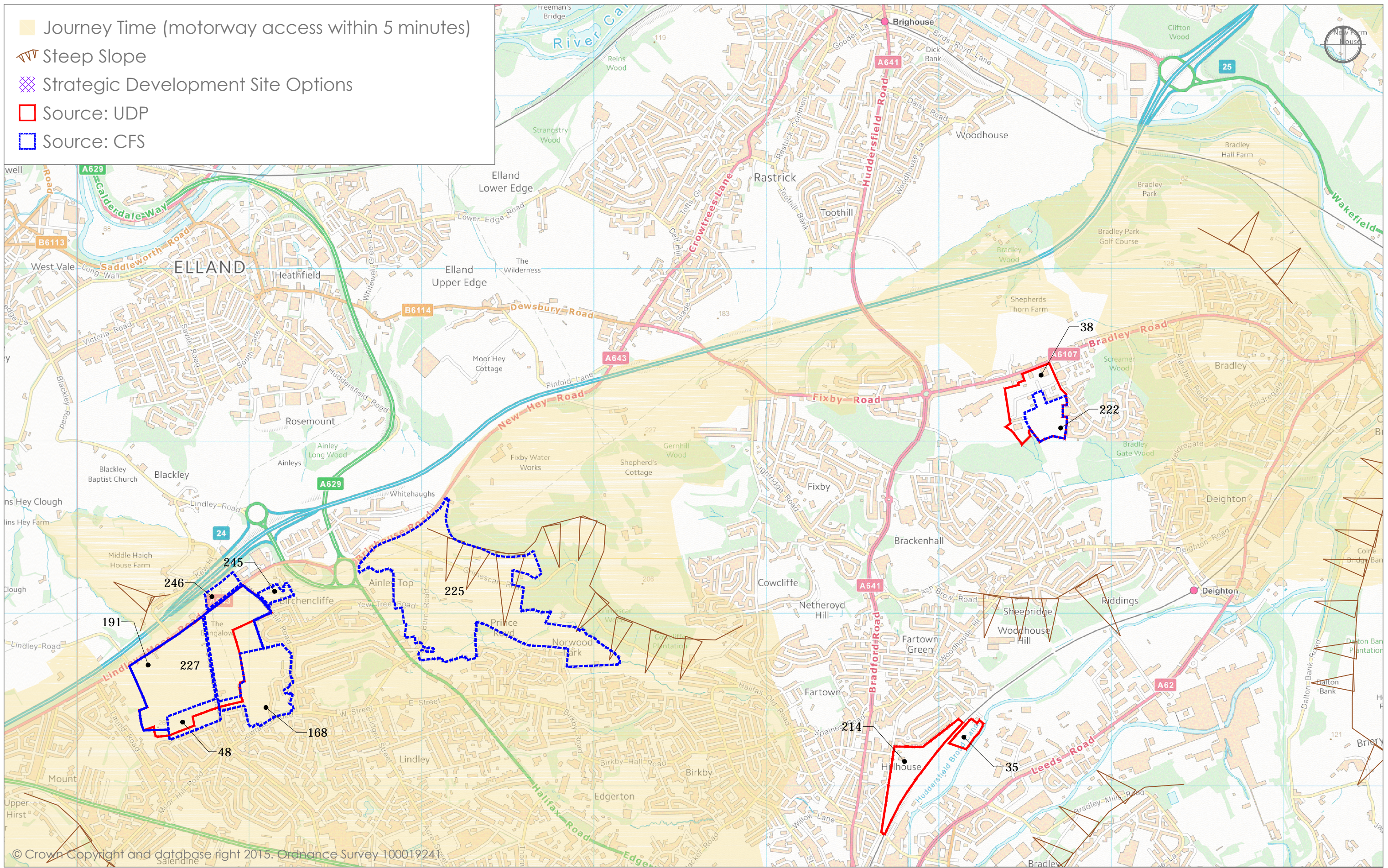
Kirklees Market Strength Assessment
 Sheet Index
 May 2015

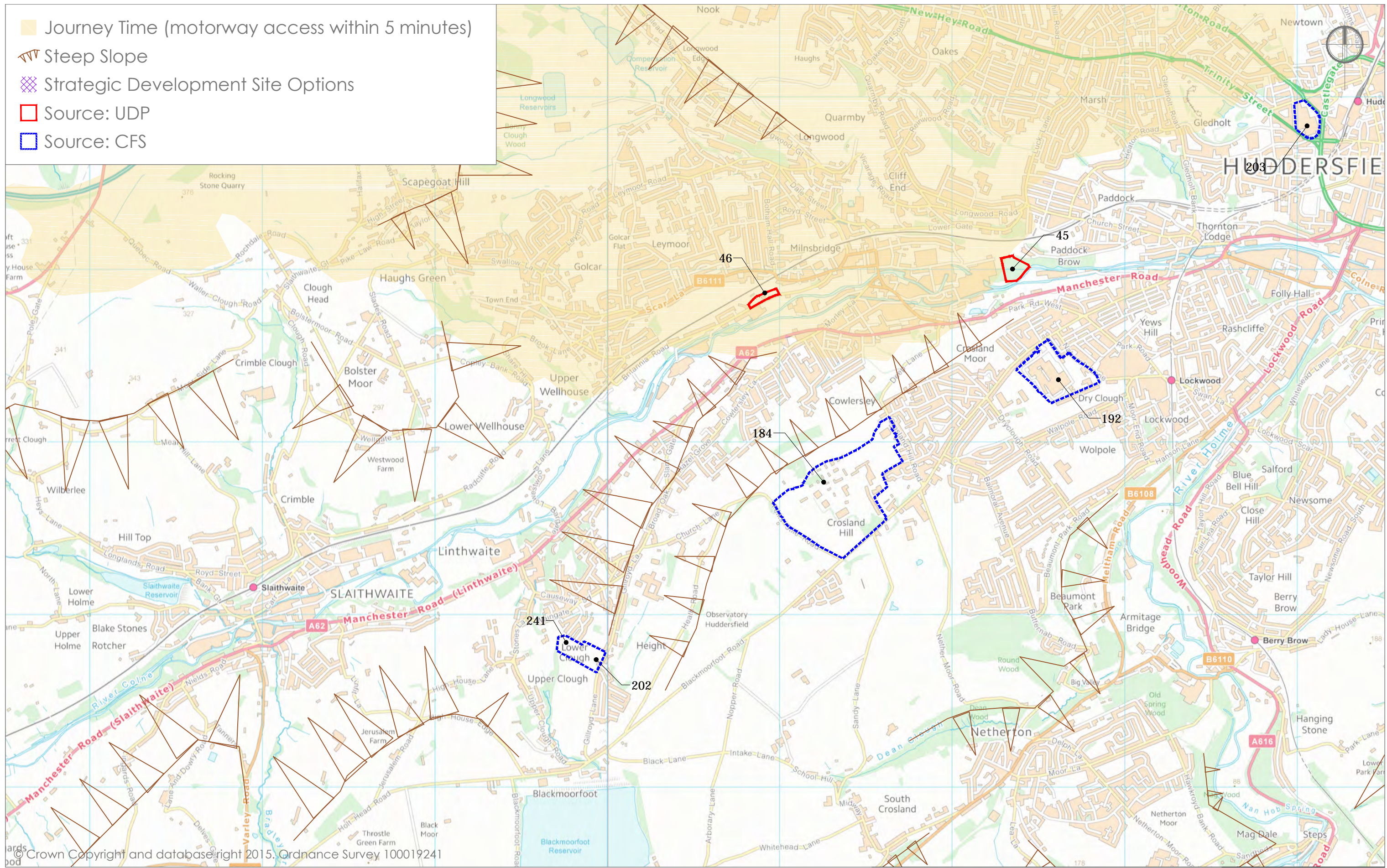


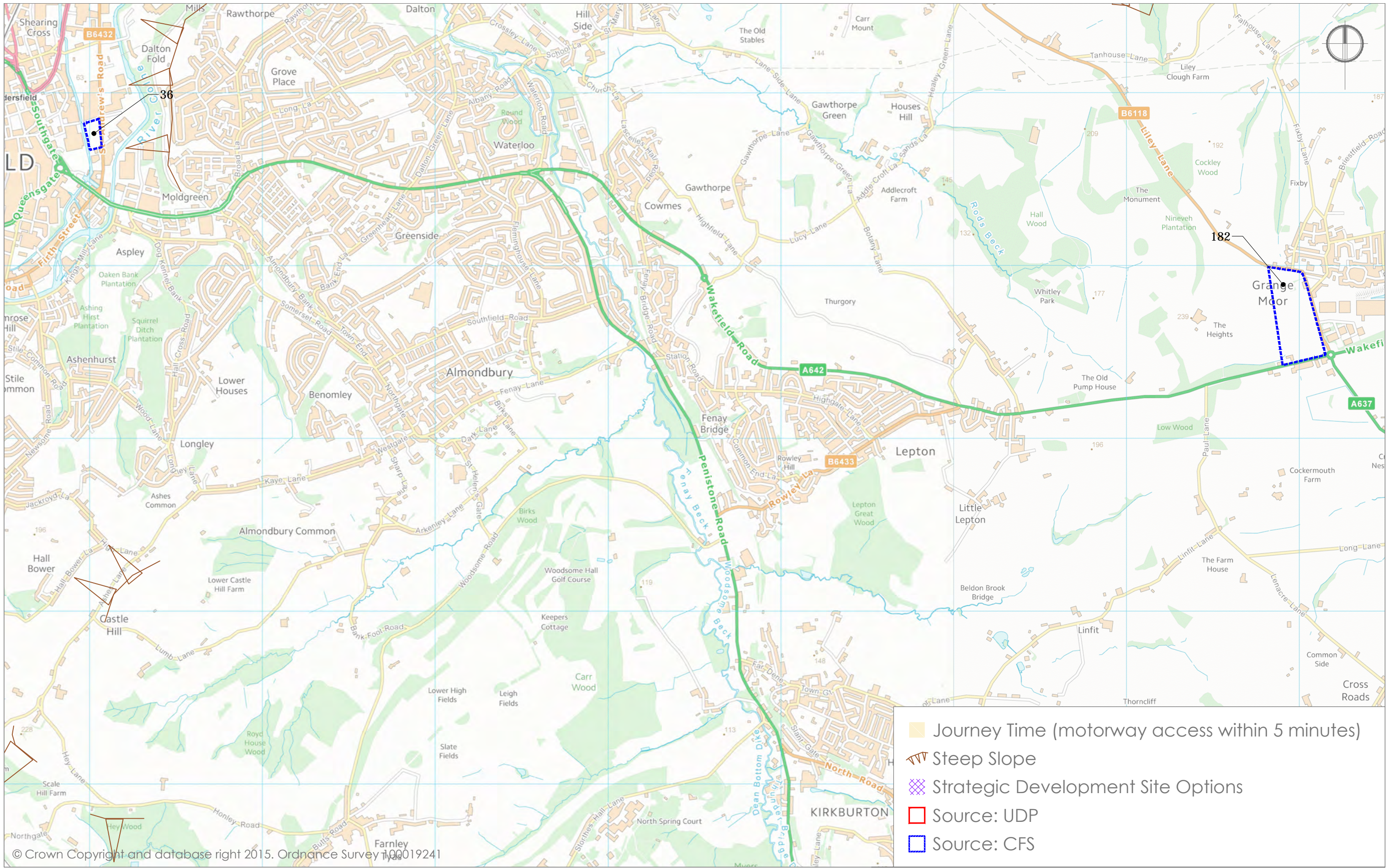


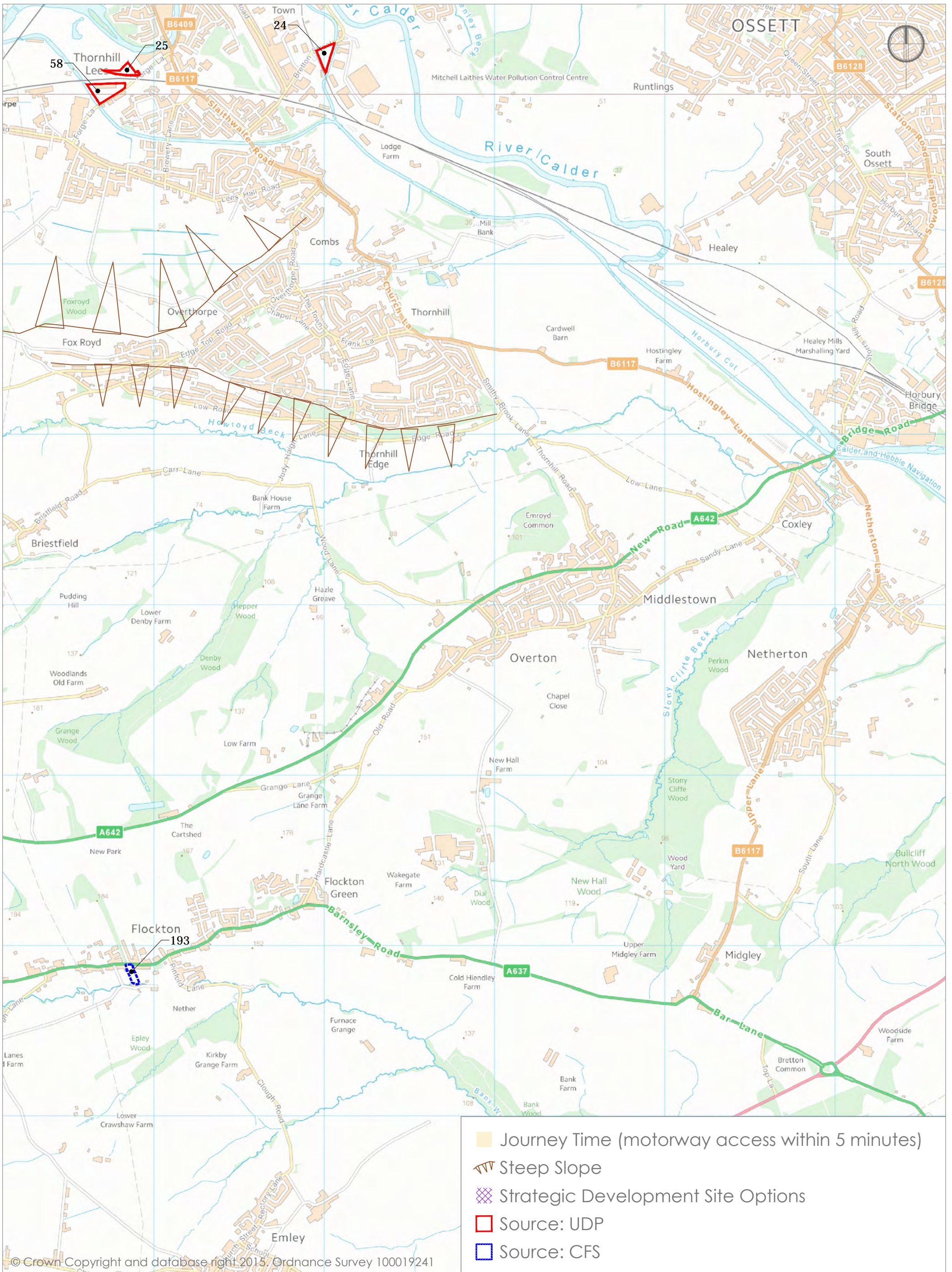


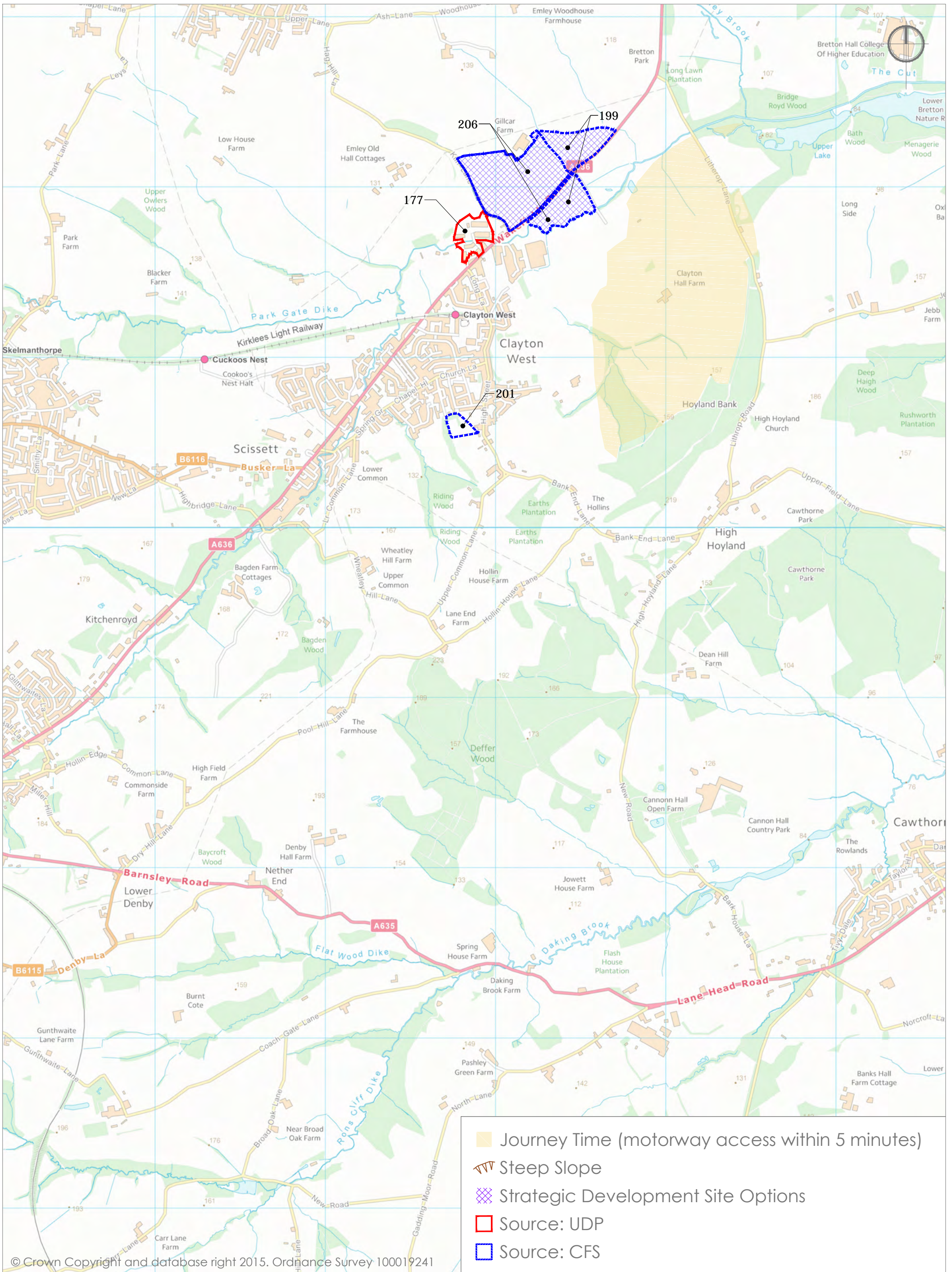


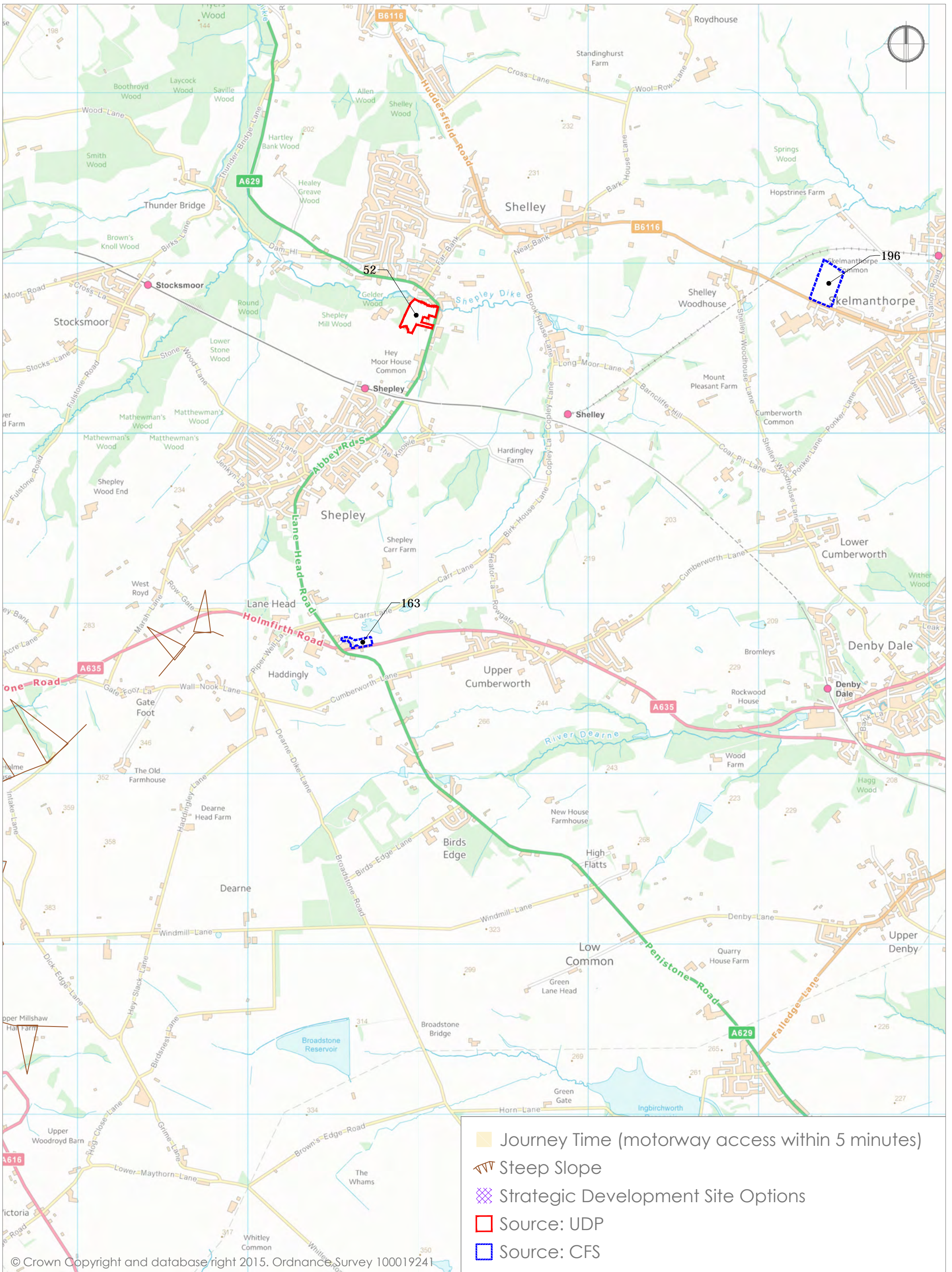


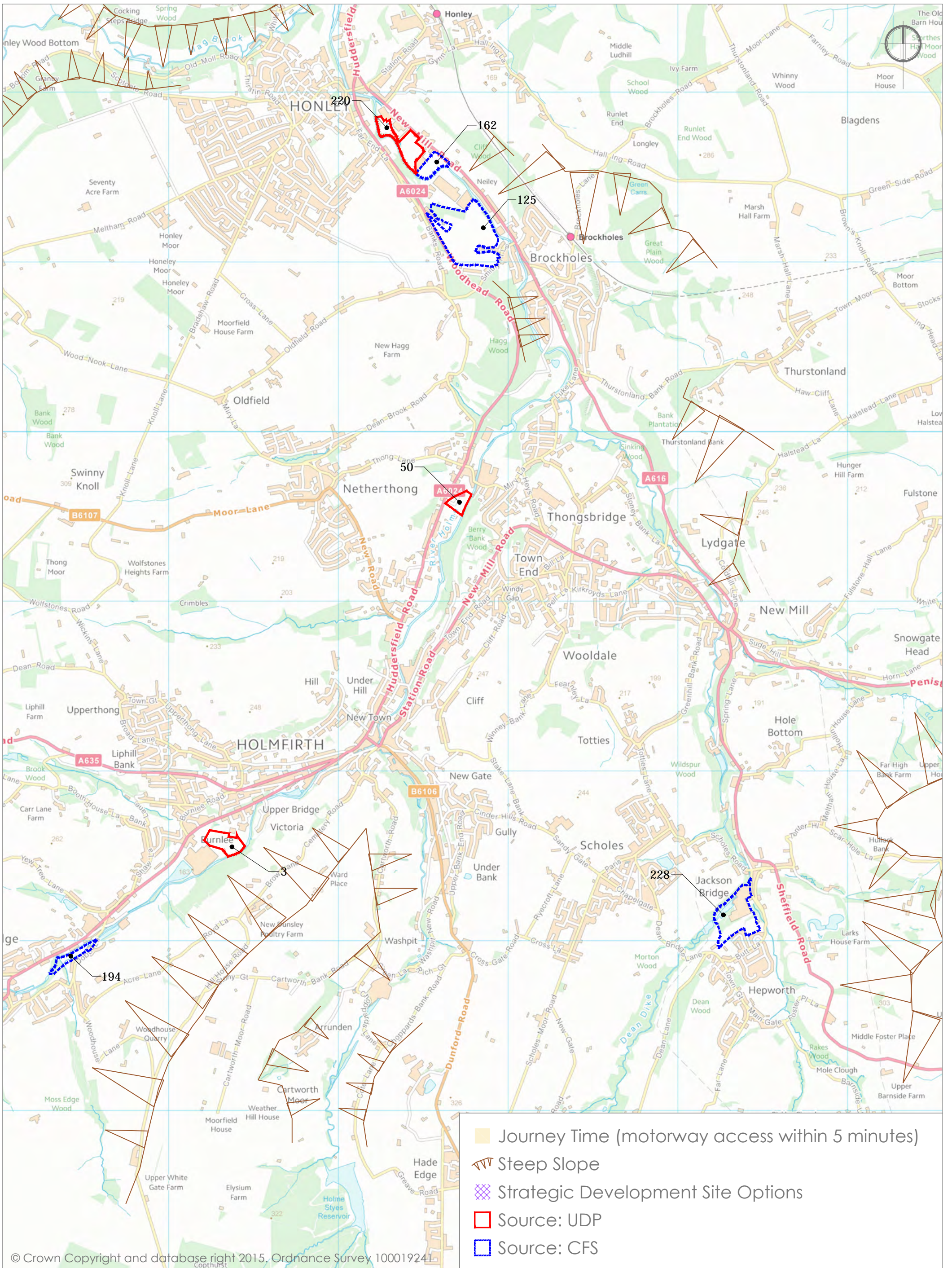


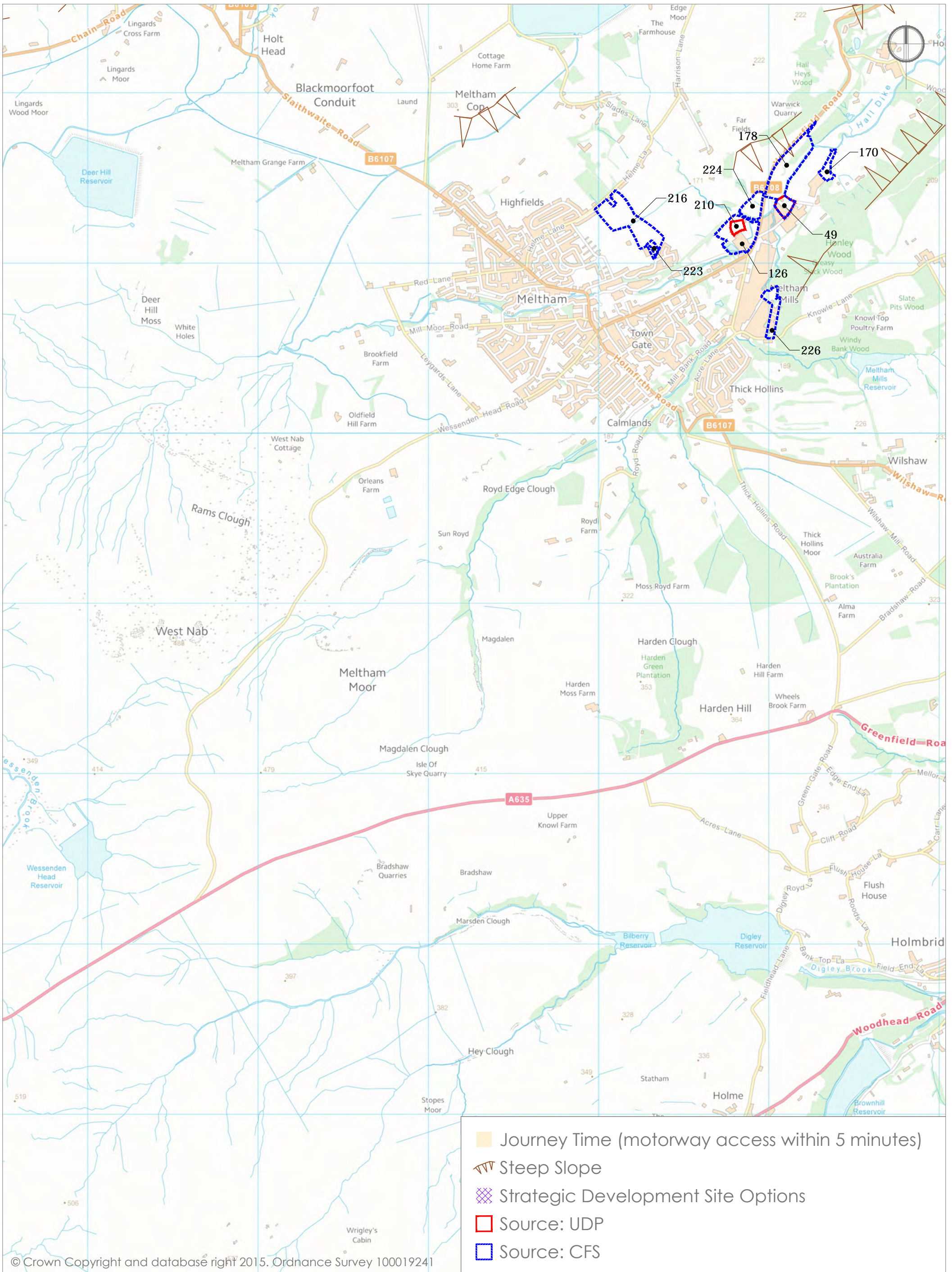


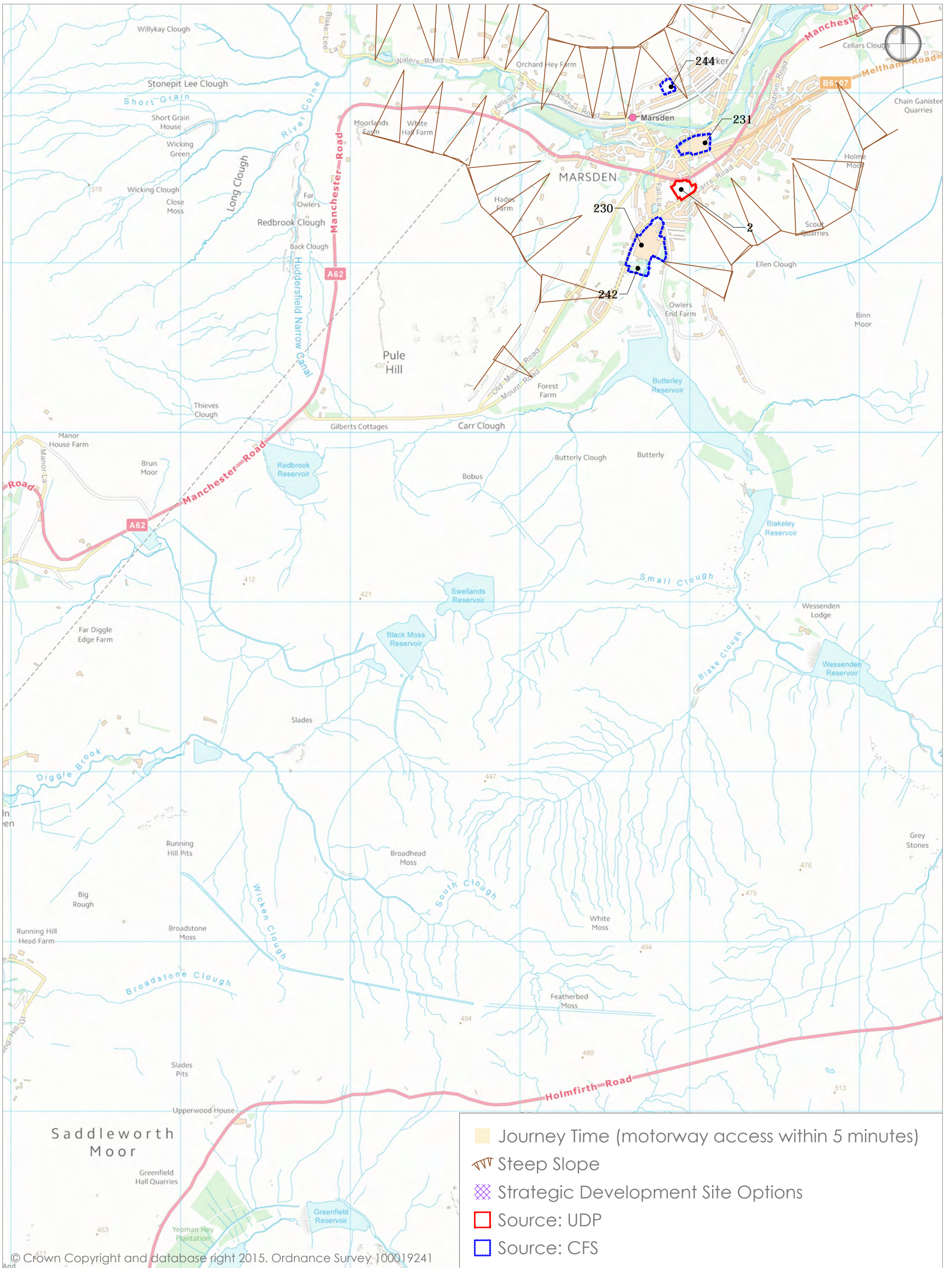












Appendix 7: Individual site proformas

Sheet 1	Sheet 2	Sheet 3	Sheet 4	Sheet 5	Sheet 6	Sheet 7	Sheet 8	Sheet 9	Sheet 10	Sheet 11	Sheet 12
11	7	16	35	45	36	24	177	52	3	49	2
15	8	30	38	46	182	25	199	163	50	126	230
28	9	34	48	184		58	201	196	125	170	231
31	10	60	168	192		193	206		162	178	(230) 242
54	12	171	191	202					194	210	244
167	13	176	214	203					220	216	
174	19	205	222	(202) 241					228	223	
189	20	209	225							224	
200	22	212	(168 & 191) 227							226	
204	57	233	245								
208	92	234	246								
219	97	248									
229	98	249									
232	195	250									
(204) 235	213										
236	218										
(236) 237	(213) 247										
(189) 238											
239											
240											
243											

21 17 14 11 7 3 4 4 3 7 9 5 Total number of sites

Site 11- B11.11

BASIC INFORMATION	
Site address	Land South West of 853-879, Bradford Road, Birstall, Batley
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	0.4ha
Available Site Area	0.4ha
Planning Permission (B1/B2/B8)**	2001/91494 (expired)- erection of 2 B2 units- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A652)
Location	Urban (Tier 3 (Birstall))
Adjacent Uses	Residential /Commercial (automotive, garages)
Site constraints*	Potentially significant development constraints- by virtue of access
Highways (access)	Suitable site access not currently achievable as third party land required for access (Council information).
Highways (network capacity / accident clusters)	Network capacity issues on the A652/A62 but no accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	No air quality concerns but potential noise and odour concerns
Topography	No topographical issues
Other physical constraints	Site in Flood zone 3a
Site clearance	Large scale clearance required- if site includes existing buildings demolition is required to develop site.
Options for B uses	B1b (research & development), B1c (light industrial)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- the site has an expired permission from 2001, access constraints, the willingness of the landowner is unknown and site is being actively marketed with little interest.

Site 15- B11.10

BASIC INFORMATION	
Site address	26-42 Smithies Moor Lane, Birstall Smithies, Batley
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	7.7ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62)
Location	Edge of urban (Tier 2)(Batley)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints- topography
Highways (access)	Suitable site access currently achievable (Council information)-new access would be required (site visit).
Highways (network capacity / accident clusters)	Network capacity and accident cluster issues at CAP Junction 40 and junction 41.
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality and noise and odour concerns depending on the end use and as it is a large site.
Topography	Significant topographical issues- north part of site is flat, the southern part inclines steeply
Other physical constraints	TPO area 06/93/a1 and various individual trees 06/93/t14 to 06/93/t21 East of site.
Site clearance	Limited clearance required- vegetation
Options for B uses	B1b (research & development), B1c (light industrial), B8 (storage and distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- there has been no development since the allocation of the site which signifies there may be a lack of appetite from the landowner. There are also infrastructure and topographical issues.

Site 28-B14.9

BASIC INFORMATION	
Site address	Whitehall Road West, Birkenshaw, Cleckheaton
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	6.63ha
Available Site Area	5.38ha
Planning Permission (B1/B2/B8)**	2011/92862 (full)- extension to time limit for three storey B1 office block- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	Site being actively marketed for employment uses- marketed as Whitehall 26
Strategic Accessibility	Close to major A road (A58) / close to motorway (M62) but no direct access
Location	Edge of urban (Tier 5) (Birkenshaw)
Adjacent Uses	Residential / Office (Park House Health Care HQ presence on site)
Site constraints*	No significant development constraints
Highways (access)	Suitable site access not currently achievable as third party land required for access (Council information). Site visit suggests site access is currently achievable as stub road is already developed (site visit).
Highways (network capacity / accident clusters)	No network capacity concerns but there are accident cluster issues at CAP29.
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns as site falls within an AQMA but no noise or odour concerns
Topography	Some topographical issues- site falls away slightly to the west (site visit)
Other physical constraints	TPO area SP2/70/a1.
Site clearance	Limited clearance required- previously undeveloped land used for grazing purposes
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)- more likely / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable- subject to market interest
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity -site is being actively marketed and development has taken place on the site (Park House Health Care) with access roads already developed.

Site 31-B14.4	
BASIC INFORMATION	
Site address	Access 26, Bradford Road, Cleckheaton
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	8.43ha
Available Site Area	0.43ha (assumed on site visit this is cleared plot fronting A638 Bradford Road)
Planning Permission (B1/B2/B8)**	2011/90460 (full)- Extension to time limit for erection of warehouse extension - not started 2009/92176 (full)- Erection of 2 light industrial buildings (B1, B2 and B8) - complete 2012/90437 (full)- Erection of 4. business units - complete
Planning Permission (non-B1/B2/B8)**	2010/90955 (full)- Erection of public house and restaurant - complete
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A58)/ close to motorway (M62 junction 26)
Location	Edge of urban (Tier 3)(Cleckheaton)
Adjacent Uses	Residential / Retail / leisure / Commercial (light industrial, automotive)
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable (council information)- a spur road feeds all the site (site visit).
Highways (network capacity / accident clusters)	Could be network capacity issues at peak times and accident cluster issues as safety issues on Whitehall Road and motorway intersection.
Contamination	Site assumed not contaminated
Air quality / noise	No air quality or noise or odour concerns
Topography	No topographical issues
Other physical constraints	Site in flood zone 2 and part of site in flood zone 3a. Floods 200 year deep.
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park (small scale)
Scale of occupier	Local occupier (in / outside of Kirklees)- more likely / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - current building demolished we assume for re-development. Evidence of permissions granted in the area.

Site 54-B11.1

BASIC INFORMATION	
Site address	Land North of 16-32 Dark Lane, Birstall, Batley
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	7.71ha
Available Site Area	3.6ha
Planning Permission (B1/B2/B8)**	2007/91348 (full)- Demolition of existing farm house and agricultural buildings and the erection of 8 industrial units (mix of B2 & B8) - started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market - larger northern section of site unlikely to be attractive
Market Attractiveness*	Likely to be attractive to the market - bottom south portion of site likely to be attractive to market
Market activity	Site being actively marketed for employment uses - smaller bottom portion of site being actively marketed, elements of site prepared for development but whole are to north not been touched
Strategic Accessibility	Close to major A road (A62)/ close to motorway (M62)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Residential to SW/ Commercial
Site constraints*	Significant development constraints to the north of the site
Site constraints*	No development constraints to the south of site
Highways (access)	Suitable site access currently achievable (Council information)- suitable site access for remaining site to the south, very poor access to north of the site, significant access upgrades required for north site (site visit).
Highways (network capacity / accident clusters)	Likely network capacity issues at M62 Birstall Retail Park, J/w Gelderd Road, A62 Junction 27. No accident cluster issues.
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality concerns as a large site and noise and odour concerns as close to residential.
Topography	Significant topographical issues- land rises up. Site inclines from south to north. Has been levelled on part of the site. There is extensive vegetation on parts of the site (site visit).
Other physical constraints	Overhead Power Line (ETS_CF624) Buffer (ETS_L151) Buffer. Hazardous Installations (K30 Outer Zone)
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution),
Optimum Market Segment	General industrial / business area - south N/A - north
Scale of occupier	Local occupier (in /outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	North of site - Unlikely to be economically viable
Likely economic viability **	South of site - Likely to be economically viable
Timescale for development **	Immediate to short term (up to 5 years)- south / Medium to Long Term (5+ years)- north
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity (north of site)
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity (south of site)- initial phases of development completed, this forms the final phase of development.

Site 167-146

BASIC INFORMATION	
Site address	Land to the west of Fire Service HQ, Whitehall Road West, Birkenshaw, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and in within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	3.3ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A58)/ close to motorway (M62)- but no direct access
Location	Edge of urban (Tier 5) (Birkenshaw)
Adjacent Uses	Residential / Retail (farm shop)/ Commercial
Site constraints*	Significant development constraints - potential contamination and significant topographical issues
Highways (access)	Suitable site access currently achievable (Council information)- access upgrade works required(site visit)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated- third of site potentially contaminated, grade1.
Air quality / noise	Potential air quality and noise and odour concerns as large site close to residential.
Topography	Significant topographical issues- site varies in height and drop steeply towards the south west of the site, development platforms needed
Other physical constraints	Electricity lines cross site. Open agricultural land. Trees on adjacent land may be affected. Site formally a coal mining area.
Site clearance	Limited clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - based on topography and lack of viability

Site 174- 259

BASIC INFORMATION	
Site address	Land west of 65-65a Field Head Lane, Birstall, Batley
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	2.26ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A650) / close to motorway (M62)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Residential / Commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable- should be noted that Leas avenue serves residential properties and as such currently there is a lot of on street parking, thus reducing the available road space (Council information)- unclear as to rationale for comments, current site access assumed acceptable with minor upgrade works (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site and close to residential
Topography	No topographical issues
Other physical constraints	Site is sandwiched between M62 and A650. Currently a collection of small fields adjacent to farm / stables.
Site clearance	Limited clearance required - some buildings and fencing on site
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer likely to have capacity - subject to achieving market interest.

Site 189-739	
BASIC INFORMATION	
Site address	Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, North Bierley, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	J26 @ Cleckheaton
Gross Site Area	23.13ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to motorway (M62)- but no access
Location	Edge of urban (Tier 6)(Oakenshaw)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - likely contamination and topographical issues
Highways (access)	Suitable site access not currently achievable as third party land is required for access (Council information). It is understood that KeyLand has an option to buy the land required therefore an access will be deliverable.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site and close to residential
Topography	Significant topographical issues - site undulates and slopes relatively steeply in parts
Other physical constraints	Flood zone 3a runs through eastern part of the site, with flood zone 2 extending through the central part of the site. The site is within a H&S hazardous installation zone and an ancient woodland buffer zone. A HP gas pipeline runs within the northern boundary. The eastern boundary is adjacent to Hanging Wood, an environmentally sensitive area. An electricity pylon buffer zone runs through the centre of the site.
Site clearance	Limited clearance required- Interserve on WWTW site- potentially regarding demolition of WWTW buildings (site visit). Various concrete structures on site from former sewage works (Council information).
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor -due to access issue
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - assuming development constraints can be overcome.

Site 200-842

BASIC INFORMATION	
Site address	Land north of 84 Latham Lane, Gomersal, Cleckheaton.
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	0.35ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only- single track lane (site visit)
Location	Edge of urban (Tier 5) (Gomersal)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - topography and access
Highways (access)	No information provided from Council however site visit suggests suitable site access not currently achievable (site visit).
Highways (network capacity / accident clusters)	No information provided from Council
Contamination	No information provided from Council, however site assumed not contaminated (site visit)
Air quality / noise	No information provided from Council
Topography	Some topographical issues- site slopes downwards to the east.
Other physical constraints	
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable -due to topography on site, market and access onto the site
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- site is detached from any other commercial development and poor site access and topography.

Site 204-893	
BASIC INFORMATION	
Site address	Land north of 282-298 Whitechapel Road, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	J26 @ Cleckheaton- Strategic site option. Brought forward as an employment scheme. Potential for 20 ha of employment land.
Gross Site Area	21.18ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A58) / close to motorway (M62)
Location	Edge of urban (Tier 5)(Scholes- Cleckheaton)
Adjacent Uses	Residential (strip of residential located to the southern boundary - site visit)
Site constraints*	Potentially significant development constraints - some topographical issues
Highways (access)	Suitable site access currently achievable however possible upgrade works will be required. Suitable site access does not seem currently available from Whitechapel Road (site visits). Site 235 which is a duplicate of the site- suitable site access currently achievable - access can be achieved from A58 Whitehall Road which is subject to a de-restricted speed limit (60mph). A stopping sight distance of 215m is required. A secondary access is possible from the B6120 Whitechapel Road. 2.4 x 43m (30mph speed limit) visibility splays required (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- multiple accidents at Chain Bar Roundabout in past five years. Five accidents along A58 Whitehall Road in vicinity of site in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality concerns (monetising of damaged required due to impact on Air Quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - site falls away to the north
Other physical constraints	
Site clearance	No clearance required - currently agricultural land
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & Distribution Parks
Scale of occupier	Local occupier (in / outside of Kirklees) & Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- site access upgrade required, some topographical issues but in a strong market location. Servicing infrastructure will be required.

Site 208- 927

BASIC INFORMATION	
Site address	Land south west of 11-26 Monk lngs Avenue, Birstall, Batley.
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	7.07ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market- no site frontage on A road and close to residential estate
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A652)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - significant topographical and access issues
Highways (access)	Suitable site access not currently achievable- no direct access, need information relating to the land ownership of the land close to the A road (site visits). Only site frontage is on to Monks Ing Avenue, which is a residential street and not suitable for HGV use (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality) and noise and odour concerns if the is site used for B2 /B8 uses.
Topography	Significant topographical issues (in some areas - from what could be seen through limited site inspection)
Other physical constraints	Would be concerned about a big B8 here as would have to drive through residential areas which already have poor air quality. Some residential nearby so would prefer B1 but site big enough to have some B2 in South/Western section.
Site clearance	Limited clearance required - vegetation, tress etc.
Options for B uses	N/A
Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity due to poor topography, poor access and lack of site frontage.

Site 219- B14.5

BASIC INFORMATION	
Site address	Land north of Heaton House, Riverside Drive, Cleakheaton
Map sheet	Sheet 1
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	3.58ha
Available Site Area	0.3ha
Planning Permission (B1/B2/B8)**	89/1676(full)- new production facility lab and offices- complete
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A638) / close to motorway (M62 - Junction 26)
Location	Urban (Tier 3)(Cleckheaton)
Adjacent Uses	Residential (Council information) / Commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable - access via existing junction with Hunsworth Lane (B6121). 43m stopping site distance required (30mph speed limit)(Council information). Site visit suggests access would only be achievable for a site specific occupier (site visit).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- nine accidents on A638 Bradford Road in the vicinity of the site in past five years. One fatal accident 2007 on Bradford Road. One fatal accident on Hunsworth Lane along site boundary in 2007.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	
Site clearance	No clearance required - assuming vacant plot
Options for B uses	N/A
Market Segment	Site for specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	Likely to be economically viable -based on assumed site for specific occupier
Timescale for development**	Immediate to Short Term (up to 5 years)
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity- assuming site for specific occupier

Site 229 - 258

BASIC INFORMATION	
Site address	Land east of 2 - 38 Links Avenue, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	12.12ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market - as adjacent to existing employment site
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A58, A638) / close to motorway (M62)
Location	Edge of urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential / Commercial
Site constraints	Significant development constraints - challenging to achieve suitable access and topographical issues on part of the site.
Highways (access)	Suitable site access not currently available- (site visits). Suitable site access currently achievable- possible access off Hunsworth Lane (B6121). 2.4m x 43m (30mph speed limit) visibility splays required. Right turn lane may be required due to poor forward visibility on Hunsworth Lane. Further residential access points can be provided via extensions to Kilroyd Drive, Mazebrook Avenue and Brookfield View. Links Avenue is less suitable due to steep gradient. Kilroyd Avenue may be a better link to the site frontage than Links Avenue, changing the priority and terminating Links Avenue at the tight bend (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - five accidents on A58 Whitehall Road in the vicinity of the site in past five years. One fatal accident on Hunsworth Lane in 2007.
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues
Other physical constraints	
Site clearance	Limited clearance required - soil shifting
Options for B uses	N/A
Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes - Mixed use - residential and employment (1 ha western boundary)- no further detail provided
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - access would be difficult to achieve and there are topographical constraints on part of the site.

Site 232 - 1041

BASIC INFORMATION	
Site address	Egypt Farm, Cliffe Lane, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	3.63ha
Available Site Area	N/A
Planning Permission (B1/B2/B8)	2006/95312 (expired) - SELAA 232 is for a mixed use scheme - residential and light industry. App: 2006/95312 - Change of use and extension to farm buildings to form 6 dwellings - not started
Planning Permission (non-B1/B2/B8)	2006/95312 (expired) - SELAA 232 is for a mixed use scheme - residential and light industry. App: 2006/95312 - Change of use and extension to farm buildings to form 6 dwellings - not started
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A658, A638)
Location	Edge of urban (Tier 3)(Cleckheaton)
Adjacent Uses	Residential (site visit)
Site constraints	Significant development constraints - site clearance required, access and topographical issues.
Highways (access)	Suitable site access currently achievable- access on to Cliffe Lane. 2.4m x 43m visibility splays required (30mph speed limit) (Council information). Suitable site access not currently available- upgrade required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Potentially significant topographical issues- site slopes gently to the south west
Other physical constraints	
Site clearance	Large scale clearance required - existing buildings at front of the site would need to be demolished.
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - suitable site access not currently achievable, clearance at the front of the site required and topographical constraints towards the rear of the site.

**Site 235 - 860
DUPLICATE OF 204**

BASIC INFORMATION	
Site address	Land north of 282- 298 Whitechapel Road, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	J26 @ Cleckheaton- Strategic site option. Brought forward as an employment scheme. Potential for 20 ha of employment land.
Gross Site Area	20.56ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	Likely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A58) / close to motorway (M62)
Location	Edge of urban (Tier 5) (Scholes)
Adjacent Uses	Residential
Site constraints	Potentially significant development constraints - some topographical issues
Highways (access)	Suitable site access currently achievable - access can be achieved from A58 Whitehall Road which is subject to a de-restricted speed limit (60mph). A stopping sight distance of 215m is required. A secondary access is possible from the B6120 Whitechapel Road. 2.4 x 43m (30mph speed limit) visibility splays required (Council information), however site visit suggests suitable site access not currently achievable from Whitechapel Road (site visits).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- multiple accidents at Chain Bar Roundabout in past five years. Five accidents along A58 Whitehall Road in vicinity of site in past five years.
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - site falls away to the north
Other physical constraints	
Site clearance	No clearance required - currently agricultural land
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & Distribution Parks
Scale of occupier	Local occupier (in / outside of Kirklees) & Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- site access upgrade required, some topographical issues but in a strong market location. Servicing infrastructure will be required.

Site 236 - 1089

BASIC INFORMATION

Site address	Northgate Mills, Serpentine Road, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.38ha
Available Site Area	Area understood to be under consideration for development (i.e. remaining allocation land)
Planning Permission (B1/B2/B8)**	2005/91881 (full) - Mixed use - retail and employment (2nd option). 2005/91881 - reserved matters app for erection of superstore. Legal start made (installed access and curb) but store not developed)- started
Planning Permission (non-B1/B2/B8)**	2012/90261- App: 2012/91881 - demolition notification- no further information provided

SITE ASSESSMENT

Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing- however the site is marketed for retail and town centre uses
Strategic Accessibility	Close to major A road (A643, A638) / close to motorway (M62)
Location	Urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential / Retail / Commercial - site is adjacent to a large Tesco
Site constraints*	Significant development constraints - due to likely contamination and topography
Highways (access)	Suitable site access currently achievable - access can be achieved from Whitcliffe Road. 43m stopping sight distance required (30mph speed limit). Full Planning Permission (2009/91958) for a Tesco foodstore on the site was granted in April 2010. Access is proposed via a new roundabout on Whitcliffe Road (B6120) and the stopping up of existing Serpentine Road. A secondary access is proposed via Northgate. Pedestrian and cycle link possible via George Street (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- four accidents on Whitcliffe Road in the vicinity of the site in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required- site visit suggests site is likely to be contaminated as site is cleared.
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues- site slopes to the east
Other physical constraints	
Site clearance	No clearance required - small amount of vegetation
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B8 (storage & distribution)
Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)

SITE ASSESSMENT - ACHIEVABILITY

Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - subject to suitable resolution of access requirement. Site may have contamination issues due to previous use and some topographical issues.

Site 237 - 1089
DUPLICATE OF 236

BASIC INFORMATION	
Site address	Northgate Mills, Serpentine Road, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.38ha
Available Site Area	Area understood to be under consideration for development (i.e. remaining allocation land)
Planning Permission (B1/B2/B8)	2005/91881 - Employment option (3rd choice). 2005/91881 - reserved matters app for erection of superstore.
Planning Permission (non-B1/B2/B8)	2012/90261- App: 2012/91881 - demolition notification- no further information provided
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market
Market activity	No evidence of employment marketing- however the site is marketed for retail and town centre uses
Strategic Accessibility	Close to major A road (A643, A638) / close to motorway (M62)
Location	Urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential / Retail / Commercial - site is adjacent to a large Tesco
Site constraints	Significant development constraints - due to likely contamination and topography
Highways (access)	Suitable site access currently achievable - access can be achieved from Whitcliffe Road. 43m stopping sight distance required (30mph speed limit). Full Planning Permission (2009/91958) for a Tesco foodstore on the site was granted in April 2010. Access is proposed via a new roundabout on Whitcliffe Road (B6120) and the stopping up of existing Serpentine Road. A secondary access is proposed via Northgate. Pedestrian and cycle link possible via George Street.
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- four accidents on Whitcliffe Road in the vicinity of the site in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues- site slopes to the east
Other physical constraints	
Site clearance	No clearance required - small amount of vegetation
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B8 (storage & distribution)
Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - subject to suitable resolution of access requirement. Site may have contamination issues due to previous use and some topographical issues.

Site 238 - 739
DUPLICATE OF 189

BASIC INFORMATION	
Site address	Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, North Bierley, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	J26 @ Cleckheaton- employment option (20 ha) but residential argued to enable employment development.
Gross Site Area	23.06ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to motorway (M62)- but no access
Location	Edge of urban (Tier 6)(Oakenshaw)
Adjacent Uses	Residential
Site constraints	Significant development constraints - due to likely contamination issues and topographical issues
Highways (access)	Suitable site access not currently achievable as third party land is required for access (Council information). It is understood that KeyLand has an option to buy the land required therefore an access will be deliverable.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality and noise and odour concerns- as large site close to residential
Topography	Significant topographical issues - site undulates and slopes relatively steeply in parts
Other physical constraints	Flood zone 3a runs through eastern part of the site, with flood zone 2 extending through the central part of the site. The site is within a H&S hazardous installation zone and an ancient woodland buffer zone. A HP gas pipeline runs within the northern boundary. The eastern boundary is adjacent to Hanging Wood, an environmentally sensitive area. An electricity pylon buffer zone runs through the centre of the site. Various concrete structures on site. From former sewage works.
Site clearance	Limited clearance required- Interserve on WWTW site- potentially regarding demolition of WWTW buildings
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor -due to access issue
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - assuming development constraints can be overcome.

Site 239 - 262

BASIC INFORMATION	
Site address	Tangerine Confectionery Ltd, Westgate, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	0.7ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A643, A638) / close to motorway (M62,
Location	Urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential / Commercial
Site constraints	No significant development constraints - access only currently achievable for a site for specific occupier
Highways (access)	Suitable site access currently achievable - from the front of the site via existing operation (council information). Access for a third party would be need to be resolved / access would need upgrading if not for a site specific occupier (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site contaminated- phase 1 and 2 survey needed
Air quality / noise	No air quality or noise or odour concerns
Topography	Some topographical issues - site appears to slope to the south
Other physical constraints	Site not appropriate for B2 or B8 uses (Council information)
Site clearance	No clearance required - assuming existing buildings remain
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - assuming topographical issues are not an issue and is a site for specific occupier. Access upgrade required if not a site for specific occupier.

Site 240 - 211

BASIC INFORMATION	
Site address	Land east of 19 Moorlands Road, Birkenshaw, Bradford
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.35ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A650, A651)
Location	Urban (Tier 5)(Birkenshaw)
Adjacent Uses	Residential / Commercial
Site constraints	No significant development constraints- access only currently achievable for a site for specific occupier
Highways (access)	Suitable site access not currently achievable- the site can be reached by a lane behind a residential development(site visit)- No site frontage to the adopted highway. No suitable access can be achieved (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated- Phase 1 and 2 surveys needed (Council information). Site visit suggests site would not be contaminated.
Air quality / noise	Significant air quality issues, and noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues- site is flat
Other physical constraints	There is a lot of residential around this site. Preference would be B1 uses, however, B2 and B8 is not ruled out but appropriate reports would be required
Site clearance	No clearance required - green field site
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity- assuming site for specific occupier as access would only be achievable through this occupier.

Site 243 - 948

BASIC INFORMATION	
Site address	Land west of Woodside Farm, Muffit Lane, Gomersal, Cleckheaton
Map sheet	Sheet 1
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	5.3ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A651)
Location	Edge of urban (Tier 5) (Gomersal)
Adjacent Uses	Commercial (further to the north east) / small scale residential - information from Council says it does not neighbour residential, however the visit showed a house located next to the site.
Site constraints	Significant development constraints - due to topography and access works required
Highways (access)	Suitable site access currently achievable - upgrade works would be required to achieve site access (site visit).
Highways (network capacity / accident clusters)	No network capacity but there are accident cluster issues - four accidents at B6122 White Lee Road / A62 Leeds Road junction within the vicinity of the site in past five years.
Contamination	Site known to be contaminated- phase 1 and 2 surveys needed (Council information). Site visit suggests site would not be contaminated.
Air quality / noise	Significant air quality concerns and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - site slopes steeply towards the B6122
Other physical constraints	B1 & B2 appear suitable options. B8 maybe constrained by the need to navigate through residential areas (Council information)
Site clearance	No clearance required - site is green field, agricultural land however if it was to be developed there would need to be large scale soil shifting to level the site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable - due to the site's topography and access requirements
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- site is detached from any other commercial development and has significant constraints.

Site 7 - B11.19

BASIC INFORMATION	
Site address	Centre 27 Business Park, Gelderd Road, Birstall, Batley
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.7ha
Available Site Area	1.7ha
Planning Permission (B1/B2/B8)**	99/90990 (expired)- Mixed use scheme including B1 business, hotel and leisure- not started
Planning Permission (non-B1/B2/B8)**	n/a
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62) & close to motorway (M62- junction 27)
Location	Edge of urban (Tier 3) (Birstall)
Adjacent Uses	Retail/leisure/industrial/fields
Site constraints*	Significant development constraints - potential contamination, topographical issues and overhead power cable over site.
Highways (access)	Suitable site access not currently achievable (for B2 & B8 uses - Council comments)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues at the CAP junction 38 and also junction 37 and subsequently junction 39.
Contamination	Site potentially contaminated -Contaminated Land. Landfill Gas site (EA0716 Buffer) (SW0020)
Air quality / noise	Potential air quality (assessment needed- Council information) but no noise or odour concerns
Topography	Some topographical issues
Other physical constraints	Overhead Power Line runs over the site. Hazardous Installations (K30 Middle Zone)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- lack of suitability for B2/B8, overhead power cable runs right over the middle of the site which would cause a significant development constraint.

Site 8 -B11.2
Section to the south east of the site assessed only

BASIC INFORMATION	
Site address	Centre 27 Business Park, Gelderd Road, Birstall, Batley
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	4.42ha
Available Site Area	0.36ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	2006/95203 (expired)- retail warehouse- not started (for non assessed portion of the site)
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A62) & close to motorway (M62- Junction 27)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Retail/ Leisure- Junction 27 retail park
Site constraints*	No significant development constraints - potential contamination
Highways (access)	Suitable site access currently achievable (Council information). Site is along the road frontage however new access would need to be created. (Site visit)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues at CAP junctions 38 and 39.
Contamination	Site potentially contaminated -Contaminated Land (2517) . Landfill gas (SW0020) Buffer
Air quality / noise	No air quality or noise or odour concerns
Topography	No topographical issues
Other physical constraints	High Voltage Overhead Cable. Hazardous Installations (K30 Middle Zone) (Council information). Site visit suggests no HV cable across the section of the site assessed (site visits)
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) if for office
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential contamination issues on site.

Site 9 -B11.3

BASIC INFORMATION	
Site address	Pheasant Drive, Birstall, Batley
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.8ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62) & close to motorway (M62)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Commercial (industrial/warehousing)
Site constraints*	Potentially significant development constraints- potential contamination
Highways (access)	Suitable site access currently achievable- would require minor access works to get onto the site, currently not a serviced plot
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues at CAP junctions 38 and 39.
Contamination	Site potentially contaminated -Contaminated Land (2511). Landfill gas (SW0020 Buffer)
Air quality / noise	No air quality or noise or odour concerns
Topography	Some topographical issues- minor as site level varies
Other physical constraints	Hazardous Installations (K30 Inner Zone).
Site clearance	Limited clearance required- vegetation
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- depending on willingness of landowner and potential contamination.

Site 10- 987

BASIC INFORMATION	
Site address	Centre 27 Business Park, Bankwood Road, Birstall, Batley
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.3ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A620) & close to motorway (M62)
Location	Edge of urban (Tier 3)(Birstall)
Adjacent Uses	Retail / leisure / Commercial
Site constraints*	Potentially significant development constraints - potential contamination
Highways (access)	Suitable site access not currently achievable (for B1a use- Council information)- assumed access achievable via existing access off Bankwood Way (site visit)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues at CAP Junctions 38 and 39.
Contamination	Site potentially contaminated- Contaminated Land (2518). Landfill gas site (SW0020 Buffer)
Air quality / noise	No air quality or noise or odour concerns
Topography	Some topographical issues- minor issues but the scrubland hides the extent of the issues. evidence of fly tipping. Extensive vegetation on site
Other physical constraints	Overhead Power Line. H&S Hazardous Installations (K30 Inner Zone)
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, could require public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- issues with potential contamination on site.

Site 12- B11.12

BASIC INFORMATION	
Site address	Land west of 46-99 Mayman Lane, Batley
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.2ha
Available Site Area	1.2ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing- but evidence of marketing for alternative uses including a consent for residential development and supermarket.
Strategic Accessibility	Close to major A road (A652)
Location	Urban (Tier 2)(Batley)
Adjacent Uses	Residential / Community
Site constraints*	Potentially significant development constraints - potential contamination
Highways (access)	Suitable site access currently achievable (council information)
Highways (network capacity / accident clusters)	Network capacity and accident cluster issues at B6123 Junction with Blakendge Lane & Cemetery
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality concerns as a large site (Council information) and significant noise and odour concerns
Topography	Some topographical issues - levelling required
Other physical constraints	Conservation Area (60 - Cross Bank, Batley). YW Sewer.
Site clearance	Limited clearance required - vegetation, soil shifting
Options for B uses	B1b (research & development), B1c (light industrial)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - depending on willingness of landowner and potential contamination on site.

Site 13- 472

BASIC INFORMATION	
Site address	Land north of 234 Bradford Road, Batley
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.5ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Site being actively marketed for employment uses- board looks old, unsure if site is still currently being marketed
Strategic Accessibility	Close to major A road (A652)
Location	Urban (Tier 2)(Batley)
Adjacent Uses	Residential / Commercial- trade counter uses
Site constraints*	Potentially significant development constraints - potential contamination
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	Network capacity issues as there are queues off the A652/ Tower St/ Jack Ln crossroads but no accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	No air quality concerns but significant noise and odour concerns
Topography	No topographical issues
Other physical constraints	Flood zone 3a, TPO area, YW Sewer (2552).
Site clearance	No clearance required - as grassed site
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- dependent on potential contamination issues as brownfield site

**Site 19- B10.9
Site 57 only assessed**

BASIC INFORMATION	
Site address	Land north of Calderbank Mills, Calderbank Road, Dewsbury
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	2.8ha
Available Site Area	2.8ha
Planning Permission (B1/B2/B8)**	2007/91742 (full)- 7 terraced industrial units (2010/93574) - extension to time limit- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only - off Thornhill Road / close to major A road (A638)
Location	Urban (Tier 2)(Dewsbury)
Adjacent Uses	Small single residential property (site visit)/ mostly commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access not currently achievable as third party land is required for access (Council information). Site visit suggests access is achievable (Site visit).
Highways (network capacity / accident clusters)	Network capacity issues at Junction with Huddersfield Road and Savile Road at either end of Thornhill road and accident cluster issues at either end of Thornhill Road, on Huddersfield Road and at Fall Lane/ Temple Road Junction
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns as site falls within an AQMA, and potential noise and odour concerns depending on end use of site
Topography	No topographical issues
Other physical constraints	Flood zone 2 & YW Sewers South edge of site 27076004314
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming access requirements are resolved.

Site 20- B10.3

BASIC INFORMATION	
Site address	Syke Ing Mills, Earlsheaton, Dewsbury
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.3ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	2007/90359 (full)- 62 dwellings. Part of site lost- complete
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only from Syke Ings Lane
Location	Urban (no tier)(Earlsheaton)
Adjacent Uses	Residential
Site constraints*	Significant development constraints- due to access and contamination
Highways (access)	Suitable site access not currently achievable- the access is restricted to being taken off Syke Ing Close only, which is located at the top right hand corner of the site boundary. However all options would require third party land. Site not suitable for B2 and B8 use as access is via residential streets (Council information).
Highways (network capacity / accident clusters)	Network capacity issues along A638/ Syke Lane access roads and accident clusters along Syke Lane and Town Street
Contamination	Site known to be contaminated
Air quality / noise	Potential air quality and noise and odour concerns -depending on end use
Topography	No topographical issues
Other physical constraints	
Site clearance	Limited clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - site is surrounded by residential development.

Site 22- B10.1

BASIC INFORMATION	
Site address	Shaw Cross Business Park, Churwell Vale, Dewsbury
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees and part of site within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	25.03ha
Available Site Area	0.31ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	2006/92257 (expired)- this application relates to the vacant plot of land. Permission was granted for the erection of hotel with restaurant- not started Rest of allocation has been built out for predominantly B2 & B8 uses.
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing- but there is evidence of marketing for showroom/hotel/restaurant- check now
Strategic Accessibility	Close to major A road (A653)
Location	Edge of urban (no tier)(Shaw Cross)
Adjacent Uses	Residential / Retail / Commercial
Site constraints*	Potentially significant development constraints - potential contamination
Highways (access)	Suitable site access currently achievable- assumed this is off the stub road from Owl Lane (site visit)
Highways (network capacity / accident clusters)	Network capacity issues and accident cluster issues at the junction near the entry of the site
Contamination	Site potentially contaminated
Air quality / noise	No air quality concerns but potential noise and odour concerns depending on end use
Topography	No topographical issues
Other physical constraints	
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - depending on willingness of landowner and potential contamination issues.

Site 57- 1031

BASIC INFORMATION	
Site address	Land south west of Calderbank Mills, Calderbank Road, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.72ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only off Thornhill Road / close to major A road (A638)
Location	Urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential / Commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable however Calderbank Road req. Possible widening along site frontage, new footway & turning area (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality as site is near an AQMA and potential noise and odour concerns as near residential
Topography	No topographical issues
Other physical constraints	Flood Risk 2 & 3a TPO areas 19/97/g3, YWSewers Ref 27076000533 & 27076000534.
Site clearance	Limited clearance required - vegetation
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	May be economically viable
Timescale for development**	Immediate to Short Term (up to 5 years)
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming access requirements are resolved.

Site 92- 256, 500

BASIC INFORMATION	
Site address	Land north of 133-143 High Street, Chidswell, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees and part of site within 5 minute drive time to motorway
Strategic site option	Chidswell
Gross Site Area	19.73ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A653)
Location	Urban (no tier) (Chidswell)
Adjacent Uses	Residential / Commercial / Community
Site constraints*	Significant development constraints- due to access requirements and topographical issues
Highways (access)	Suitable site access not currently achievable as High Street is unsuitable, third party land required to achieve access onto Challenge Way (Council information). Access should be from the existing industrial unit area (site visit).
Highways (network capacity / accident clusters)	Network capacity issues at A653/ Challenge Way crossroad and accident cluster issues in the site vicinity
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality concerns as large site and noise and odour concerns as near to residential
Topography	Significant topographical issues as site slopes from south to north- site undulates
Other physical constraints	Green Hill Beck runs through site. There are currently a line of dwellings around boundary of part of the site. Some agricultural buildings within the site. The western part of the site near the footpath has been used as a playing field.
Site clearance	Limited clearance required - agricultural buildings on site
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General Industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - assuming access is resolved.

Site 97- 502, 503, 504, 587

BASIC INFORMATION	
Site address	Land north of/south of 213-215 / Soothill Manor (Elderly home), Soothill Lane, Chidswell, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	Chidswell
Gross Site Area	36.32ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing- but site of former elderly peoples home is being marketed for auction (home demolished)
Strategic Accessibility	Close to major A road (A653) and off the B6127
Location	Edge of urban (no tier) (Chidswell / Lower Soothill)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - due to possible contamination from disused tip and potential topographical issues.
Highways (access)	Suitable site access currently achievable (Council information)- off the B6124 (site visit). Site visit suggests access upgrades will be required.
Highways (network capacity / accident clusters)	Network capacity issues at the A653 area of the A653/B6124 crossroads and accident cluster issues at the A653/B6124 / Hey Beck crossroads
Contamination	Site potentially contaminated as close to a disused tip
Air quality / noise	Potential air quality concerns as a large site and noise and odour concerns as near residential
Topography	Some topographical issues - site inclines to the north west
Other physical constraints	Power lines over the eastern boundary of the site.
Site clearance	Limited clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	High quality business park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention- due to scale of development and highway capacity/ achieving site access
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - there are issues of possible contamination from the disused tip located near the site. Due to site size infrastructure investment will be required.

Site 98- 899

BASIC INFORMATION	
Site address	Land south of Soothill Manor (Elderly home), Soothill Lane, Chidswell, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	Chidswell
Gross Site Area	53.63ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only off the B6127 / close to major A road (A653)
Location	Edge of urban (no tier)(Chidswell)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - topography and overhead power lines
Highways (access)	Suitable site access currently achievable (Council information)- off the B6124 (site visit). Site visit suggests access upgrades will be required.
Highways (network capacity / accident clusters)	Network capacity issues and accident cluster issues along A653 at the A653/B6124 crossroads junctions.
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality concerns as large site and noise and odour concerns as near to residential
Topography	Some topographical issues - site slopes up from the south to the north and is criss-crossed by hedgerows and lanes (Council information).
Other physical constraints	Overhead Power Line. The site is agricultural land, an overhead power line crosses the site east to west. Grange Farm is located within the site close to the southern boundary. Site is within greenbelt on the edge of a regeneration area.
Site clearance	Limited clearance required - house on site (site visit and Council information)
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	High quality business park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention- due to scale of development and highway capacity/ achieving site access
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - Due to site size infrastructure investment will be required.

Site 195- 656

BASIC INFORMATION	
Site address	Land east of 1a-996 Leeds Road (A653), Chidswell, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees and part of site within 5 minute drive time to motorway
Strategic site option	Chidswell
Gross Site Area	117.70ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A653)
Location	Edge of urban (no tier)(Chidswell)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - access / topography
Highways (access)	Suitable site access not currently achievable- although there is a minor access via A653 Leeds Road between 1060 and 1062 Leeds Road and a potential pedestrian and cycle access via Chidswell Lane, opposite Chidswell Gardens, it is considered that there is insufficient frontage to the public highway to form suitable access points into the site (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - four accidents at Leeds Road / Soothill Lane / Heybeck Lane junction in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys needed
Air quality / noise	Significant air quality and noise and odour concerns
Topography	Some topographical issues - site slopes downwards to the south west (site visit)
Other physical constraints	High voltage power lines running through the site
Site clearance	Limited clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	High quality business park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming access is resolved and due to site size infrastructure investment will be required.

Site 213- B10.26

BASIC INFORMATION	
Site address	Land north of 9 Cardwell Terrace, Saville Town, Dewsbury
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.03ha
Available Site Area	1.03ha
Planning Permission (B1/B2/B8)**	84/03686 (expired)- Expansion of existing premises- complete
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A638)
Location	Urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential to the south/ Commercial - PFS, car garage
Site constraints	Potentially significant development constraints - potential contamination
Highways (access)	Suitable site access not currently achievable - no site frontage to the adopted highway. However access could be achieved from Cardwell Terrace, a private road which would require making up to adoptable standards. An area of private land also exists between the site boundary and the end of Cardwell Terrace which will require third party land in order to gain access to the site. Formalise Cardwell Terrace / make up to adoptable standards. (Council information). Suitable site access not currently achievable -off a minor road (site visit)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- 10 accidents on B6409 Savile Road in the vicinity of the site in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys needed
Air quality / noise	Significant air quality and noise and odour concerns - near an AQMA requires air quality impact assessment and monetising of damages due to impact on Air Quality and noise and odour concerns if the site is used for B2/B8 uses
Topography	No topographical issues
Other physical constraints	Near an AQMA area- B8 highly resisted
Site clearance	Limited clearance required - some structures and vegetation
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming site for specific occupier however potential contamination issues.

Site 218- B10.4	
BASIC INFORMATION	
Site address	Land west of 12 Crackenedge Lane, Dewsbury
Map sheet	Sheet 2
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.78ha
Available Site Area	0.5ha
Planning Permission (B1/B2/B8)	N/A
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	May be attractive to the market- although lack of historic delivery during UDP time period. Site is relatively close to the centre and there are small business units adjacent to the site.
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A653 and A638)
Location	Urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential & train line
Site constraints	Significant development constraints - it is assumed remaining site area is woodland.
Highways (access)	Suitable site access currently achievable- (site visits). Suitable site access not currently achievable - long site frontage onto Crackenedge Lane. However the road width on Crackenedge Lane only measures 4.0 - 4.25m which is considered unsuitable for HGV access. Improvements would therefore be required to the road width on the site side. 43m stopping sight distance required (30mph speed limit). Alternatively access could be provided from Greaves Road which has a carriageway width of 5.75m. The junction with Crackenedge Lane would require 3rd party land to achieve 2.4 x 43m visibility splay to the right. Crackenedge Lane / Greave Road junction may require improvements to junction radii to cater for HGV movements (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - multiple accidents on Dewsbury Ring Road and A652 Bradford Road in past five years.
Contamination	Site potentially contaminated- phase 1 and 2 surveys required
Air quality / noise	Significant air quality concerns as site is within an AQMA and noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	
Site clearance	Large scale clearance required if wooded area included
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - assumed remaining site area is the wooded area potentially rendering the remaining site unviable.

Site 247 - 1036
DUPLICATE OF 213

BASIC INFORMATION	
Site address	Land north of 9 Cardwell Terrace, Saville Town, Dewsbury
Map sheet	Sheet 2
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.01ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)	N/A - but for site 213- 84/03686 (expired)- expansion of existing premises- complete
Planning Permission (non-B1/B2/B8)	N/A
SITE ASSESSMENT	
Market Attractiveness	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A638)
Location	Urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential / Commercial - PFS, car garage
Site constraints	Potentially significant development constraints - contamination issues
Highways (access)	Suitable site access not currently achievable - no site frontage to the adopted highway. However access could be achieved from Cardwell Terrace, a private road which would require making up to adoptable standards. An area of private land also exists between the site boundary and the end of Cardwell Terrace which will require third party land in order to gain access to the site. Formalise Cardwell Terrace / make up to adoptable standards. (Council information). Suitable site access not currently achievable -off a minor road (site visit)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident - 10 accidents on B6409 Savile Road in the vicinity of the site in past five years.
Contamination	Site known to be contaminated - phase 1 and 2 surveys needed
Air quality / noise	Significant air quality and noise and odour concerns - near an AQMA requires air quality impact assessment and monetising of damages due to impact on Air Quality and noise and odour concerns if the site is used for B2 use
Topography	No topographical issues
Other physical constraints	Near an AQMA area- B8 highly resisted
Site clearance	Limited clearance required - some structures and vegetation
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming site for specific occupier however potential contamination issues.

Site 16- B14.7

BASIC INFORMATION	
Site address	Land south of 119-153, Bradford Road, Cleckheaton
Map sheet	Sheet 3
Source	UDP
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.5ha
Available Site Area	1.5ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market - undeveloped UDP allocation
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A638) / close to motorway (M62)
Location	Edge of urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints - contamination issues, sewers on site
Highways (access)	Suitable site access not currently achievable as third party land required for access (council information). Site visit suggests access could be achieved from Rawfolds Way- upgrade works required (site visit)
Highways (network capacity / accident clusters)	Network capacity issues (potential at peak times on Bradford Road) but no accident cluster issues.
Contamination	Site known to be contaminated- 45/4 on northern part of site
Air quality / noise	No air quality concerns but potential noise and odour concerns
Topography	No topographical issues
Other physical constraints	Site in Flood Zone 3a and YW sewers on site ref: 26176000643
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming constraints are mitigated as there are potential issues with contamination.

Site 30- B12.3

BASIC INFORMATION	
Site address	Land west of 4 Spen Vale Street, Heckmondwike
Map sheet	Sheet 3
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	6.14ha
Available Site Area	5.8ha
Planning Permission (B1/B2/B8)**	2013/91798 (full) - Construction of business, education/training and horticultural use- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only
Location	Edge of urban (Tier 3)(Heckmondwike)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints - large scale clearance required, potential topographical and contamination issues
Highways (access)	Suitable site access currently achievable (Council information). Site visit suggests access upgrade works are required (site visit)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated (Contaminated Land ref 291/5 H&S Hazardous Inst. K15 middle zone & K14 Outer Zone).
Air quality / noise	Potential air quality and noise and concerns as close to residential (Council information)
Topography	Potential topographical issues- poor visibility to site
Other physical constraints	Site in Flood zone 3a, YW Sewers on site various ref nos
Site clearance	Large scale clearance required - woods
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- site constraints include site access and heavy vegetation clearance. Although next to established businesses the site is still vacant and not developed which signifies the site to not be attractive.

Site 34-B9.2

BASIC INFORMATION	
Site address	Land east of 50-60a, Slipper Lane, Mirfield
Map sheet	Sheet 3
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	14.23ha
Available Site Area	14.23ha
Planning Permission (B1/B2/B8)**	2008/90695 (expired)- Outline application for B1 (a, b, c) and B2 use 2014/90688- Outline for B1c , B2 & B8 - not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A62)
Location	Edge of urban (Tier 3)(Mirfield)
Adjacent Uses	Residential / Retail / Commercial
Site constraints*	Potentially significant development constraints - due to potential contamination on site
Highways (access)	Suitable site access currently achievable (Council information). Site visit suggests upgrade works are likely to be required.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - Landfill Gas Site (SW0023 Buffer) (site 171 states known to be contaminated)
Air quality / noise	Significant air quality concerns (near existing AQMA) and potential noise and odour concerns as close to residential
Topography	Minor topographical issues from site visit- site undulates
Other physical constraints	Great Crested Newts
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / with potential for some inward investment
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential contamination on site

Site 60- 388

BASIC INFORMATION	
Site address	Bridge Works, Bridge Street, Ravensthorpe, Dewsbury
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.7ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A644)
Location	Edge of urban (no tier)(Ravensthorpe)
Adjacent Uses	Residential (Council information) /Commercial/ industrial
Site constraints*	Potentially significant development constraints - potential contamination issues
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	Network capacity issues at Ravensthorpe gyratory and accident cluster issues in the vicinity of the site
Contamination	Site potentially contaminated - 382/5 & 511/5
Air quality / noise	Significant air quality concerns as in an AQMA and potential noise and odour concerns as near to residential
Topography	No topographical issues
Other physical constraints	Flood Risk 3a, YWsewers : Ref 26776002825, 26776002826,26776002827,26776002830,26776002832,26776002834 & 26776002858
Site clearance	Limited clearance required- minor clearance assuming existing building retained-(one large shed on site) (site visit)
Options for B uses	B1b (research & development), B1c (light industrial)
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity -assuming site for specific occupier- site is already in use and would be attractive for an existing user. May have contamination issues.

Site 171-237

BASIC INFORMATION	
Site address	Land east of 50-60A, Slipper Lane, Mirfield
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and part of site within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	12.26ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A62)
Location	Edge of urban (Tier 3)(Mirfield)
Adjacent Uses	Residential / Retail / Commercial- garden centre
Site constraints*	Potentially significant development constraints - due to potential contamination
Highways (access)	(Council information appears to be for the wrong site). Site 34 text states: suitable site access currently achievable (Council information). Site visit suggests upgrade works are likely to be required.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated- contaminated Land 111/4 - SW0023 Buffer Zone. Site 34 states site potentially contaminated Landfill Gas Site (SW0023 Buffer).
Air quality / noise	Potential air quality concerns as close to an AQMA and noise and odour concerns as close to residential.
Topography	Minor topographical issues from site visit- site undulates
Other physical constraints	Great Crested Newts
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / with potential for some inward investment
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- potential contamination concerns.

Site 176-287

BASIC INFORMATION	
Site address	Land south east of Ponderosa Business Park, Smithies Lane, Heckmondwike
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	14.04ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A638)
Location	Edge of urban (Tier 3)(Heckmondwike)
Adjacent Uses	Industrial / limited residential / Green Field
Site constraints*	Significant development constraints - potential contamination issues, topographical issues and large scale clearance required
Highways (access)	Suitable site access currently achievable (Council information)- site visit indicates some upgrade may be required
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated- south of the site is within a land fill gas site area
Air quality / noise	Potential air quality and noise and odour concerns as large site and close to residential.
Topography	Some topographical issues- the site is mainly flat, becoming steeply sloping in the north western corner (Council information).
Other physical constraints	Flood risk zones 2 & 3a run along the east of the site. The north of the site is located within a H&S hazardous installation zone.
Site clearance	Large scale clearance required- site is a sewage plant
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity- based on development constraints - contamination, topography and large scale clearance required.

Site 205- 935

BASIC INFORMATION	
Site address	Cooper Bridge, Leeds Road (A62), Mirfield, Huddersfield
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	Cooper Bridge- overlap with SELAA 209 exists, which is an alternative boundary to SELAA 205
Gross Site Area	46.8ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62 & A644) / close to motorway (M62 Junction 25)
Location	Edge of urban (Tier 3) (Mirfield)
Adjacent Uses	Residential (small scale- site visit)/ Retail/ Commercial
Site constraints*	Significant development constraints- contamination and clearance required due to waste water treatment works, and some potential topographical constraints and site access works required.
Highways (access)	Suitable site access currently achievable (Council information), however suitable site access not currently available (site visits). Site overlaps with 209. Council information for 209: site is only accessible via A62 Leeds Road. Two access points possible. 1) Spur-off Cooper Bridge Roundabout. 2) New junction between Cooper Bridge roundabout and A62 / A644 junction. 40mph = 120m stopping site distance. Major improvements scheme proposed for Cooper Bridge Gyratory (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - six accidents at A62 / A644 junction in past five years.
Contamination	Site potentially contaminated- sewage works on site (site visit). Phase 1 and 2 surveys needed (Council information)
Air quality / noise	Significant air quality and noise and odour concerns.
Topography	Some topographical issues to the north of the site
Other physical constraints	North - south gas main but it is assumed that this can remain in situ
Site clearance	Large scale clearance required - waste water treatment works
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	High quality business park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity- potential topographical constraints, site access and infrastructure works required and potential contamination issues due to sewage works.

Site 209-935

BASIC INFORMATION	
Site address	Cooper Bridge, Leeds Road (A62), Mirfield, Huddersfield
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	Cooper Bridge- overlap with SELAA 205 exists, which is an alternative boundary to SELAA 209
Gross Site Area	38.87ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62 & A644) / close to motorway (M62 Junction 25)
Location	Edge of urban (Tier 3) (Mirfield)
Adjacent Uses	Residential (small scale- site visit)/ Retail / Commercial
Site constraints*	Significant development constraints - access works will be required and some topographical constraints.
Highways (access)	Suitable site access not currently available- (site visits). Suitable site access currently achievable - site is only accessible via A62 Leeds Road. Two access points possible (Council information). 1) Spur-off Cooper Bridge Roundabout. 2) New junction between Cooper Bridge roundabout and A62 / A644 junction. 40mph = 120m stopping site distance. Major improvements scheme proposed for Cooper Bridge Gyratory.
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- six accidents at A62 / A644 junction in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Potential air quality concerns (monetising of damages required due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues
Other physical constraints	North - south gas main but it is assumed that this can remain in situ
Site clearance	Limited clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	High quality business park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Short Term (up to 5 years), subject to major highway improvement works taking place
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - access and infrastructure works will be required and some topographical constraints.

Site 212- B10.28

BASIC INFORMATION	
Site address	Rohm & Has (UK) Ltd, Heckmondwike Road, Dewsbury Moor, Dewsbury
Map sheet	Sheet 3
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	2.85ha
Available Site Area	1.55ha
Planning Permission (B1/B2/B8)**	94/93944 (expired)- outline application for industrial development- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only
Location	Edge of urban (Tier 3) (Heckmondwike)
Adjacent Uses	Commercial
Site constraints*	Potentially significant development constraints - assuming site for specific occupier. Some topographical constraints
Highways (access)	Suitable site access not currently achievable- no site frontage on to the adopted highway. No suitable site access can be achieved (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monitoring of damages due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - site significantly undulates
Other physical constraints	Site falls within the inner, middle and outer Hazard Zones
Site clearance	Limited clearance required - soil shifting and levelling
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable-based on assumed site for specific occupier
Timescale for development **	Immediate to short term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity- assuming site for specific occupier. There are some topographical issues on site.

Site 233- 1053

BASIC INFORMATION	
Site address	Land south east of 127 - 135 Westgate, Heckmondwike
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.57ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A638)
Location	Urban (Tier 3)(Heckmondwike)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints - based on site clearance likely to require decontamination.
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity issues but accident cluster issues- 2.4m x 43m (30mph speed limit) visibility splays required on Westgate. Accident clusters on Westgate in the vicinity of the site.
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	No air quality concerns but there are noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	Part of site falls within the middle and outer Hazard Zones
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - potential access upgrade required and potential decontamination.

Site 234 - 1058

BASIC INFORMATION	
Site address	Land north of Granny Lane, Mirfield
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	11ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market - as there is industrial development adjacent to the site
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A644)
Location	Edge of urban (Tier 3)(Mirfield)
Adjacent Uses	Residential (site visit) / Commercial
Site constraints*	No significant development constraints - assuming no contamination
Highways (access)	Suitable site access currently achievable - long site frontage onto Hopton New Road (180m) allows for access to be provided. 43m stopping sight distance required (30mph speed limit) (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	
Site clearance	Limited clearance required- existing buildings on site may need demolishing
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer likely to have capacity - existing businesses on site and located near industrial development. No site constraints.

Site 248 - 1077

BASIC INFORMATION	
Site address	Land south of The Grove, Cartwright Street, Rawfolds, Cleckheaton,
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	9.17ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market - no road frontage
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A638) / close to motorway (M62)- but site can only be reached over a fragile, temporary bridge
Location	Edge of urban (Tier 3)(Cleckheaton)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints - access and topographical issues
Highways (access)	Suitable site access not currently achievable- can only reach the site over a fragile bridge(site visit). Access is possible through an extension to Cartwright Street however third party land would be required to extend to the site boundary. Significant improvements would be required to the road width to the west of Unit E including the bridge over the River Spen. Access can also be achieved from Primrose Lane however third party land is required to make this road up to adoptable standards (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- a number of accidents on Bradford Road in the vicinity of the site
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - site inclines towards the south
Other physical constraints	Would prefer B1 as houses close by but don't preclude B2. Would prefer not to see B8 here as would have to drive through lots of residential areas to get to motorways (Council information)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity - no road frontage, significant topographical issues and access issues.

Site 249 - 1079

BASIC INFORMATION	
Site address	Land south of 39-53 West End Drive, Moorbottom, Cleckheaton
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	3.24ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market - no road frontage
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A649)
Location	Edge of urban ((Tier 3)(Cleckheaton))
Adjacent Uses	Residential
Site constraints*	Significant development constraints - topography and access
Highways (access)	Suitable site access not currently achievable (Council information)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality) and noise and odour concerns if site is used for B2 / B8 uses
Topography	Significant topographical issues - site slopes down to the north
Other physical constraints	Would prefer B1 as houses close by but don't preclude B2. Would prefer not to see B8 here as would have to drive through lots of residential areas to get to motorways (Council information)
Site clearance	No clearance required - green field site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	Unlikely to be economically viable
Timescale for development**	N/A
Willing land owner**	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity - topographical and access issues, and no road frontage

Site 250 - 1080

BASIC INFORMATION	
Site address	Land north & east of 2 Upper Blacup, Off Halifax Road, Hightown, Liversedge
Map sheet	Sheet 3
Source	CFS
Market Zone	North Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	3.96ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market - no road frontage
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A649)- but no direct access
Location	Edge of urban (Tier 3) (Cleckheaton)
Adjacent Uses	Residential
Site constraints*	Significant development constraints- due to access and topographical issues
Highways (access)	Suitable site access not currently achievable- no site frontage to the adopted highway. Suitable site access cannot be achieved (Council information)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality (monetising of damages required due to the impact on air quality) but no noise or odour concerns
Topography	Significant topographical issues - site inclines steeply to the north
Other physical constraints	Good site for B2 as not close to houses. Wouldn't like to see B8 here as long drive through residential areas to motorway junctions (Council information)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity- topographical and access issues, and no road frontage

Site 35- B8.6

BASIC INFORMATION	
Site address	South east of 24 Red Doles Lane, Huddersfield
Map sheet	Sheet 4
Source	UDP
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	1.66ha
Available Site Area	1.66ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market - adjacent industrial use, undeveloped UDP allocation
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only off Red Doles Lane / close to major A road (A641)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints- Woodland to the rear, HP pipelines, potential contamination and access issues
Highways (access)	Suitable site access not currently achievable as third party land required for access (Council information)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	Significant air quality concerns as near an AQMA and potential noise and odour concerns as close to residential
Topography	No topographical issues
Other physical constraints	H&S Hazardous Installations (K2 Outer Zone) HP Gas Pipelines 7686/1938 Inner & Middle Zones (HSE)
Site clearance	Large scale clearance required - heavily wooded site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity - large scale clearance required (heavily wooded area) and close to residential

Site 38-B8.16 (site assessed excluding site 222- see separate assessment)

BASIC INFORMATION	
Site address	Bradley Road Business Park, Old lane/Bradley Road, Bradley, Huddersfield
Map sheet	Sheet 4
Source	UDP
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	11.87ha
Available Site Area	7.17ha
Planning Permission (B1/B2/B8)**	2000/92152 (expired)- Erection of B1 business development- complete 2007/93594 (expired)- Erection of B1 business development- complete 2003/93548 (expired)- Erection of B1 business development- complete 2002/93548 (expired)- Erection of B1 business development- complete 2011/90066 (outline)- Erection of B1 business development- complete
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A6107) / close to motorway (M62)(junction 25)
Location	Edge of urban (no tier)(Bradley)
Adjacent Uses	Residential / Commercial
Site constraints*	No significant development constraints - assuming access is achievable
Highways (access)	Suitable site access not currently achievable - third party land required to access site (Council information). Site visit confirmed stub roads are in place and access seems achievable for remaining site excluding site 222.
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues along the A6107 in the vicinity of the site
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns as site is near an AQMA and noise and odour concerns as close to residential.
Topography	Some topographical issues - minor
Other physical constraints	YW Sewers Ref: 28376000238 runs along Western edge of site
Site clearance	No clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial) (based on existing uses)
Optimum Market Segment	Office location (mid tier business park)
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer likely to have capacity - this site is assessed excluding site 222 and there are service plots in place currently.

Site 48 - B8.1

BASIC INFORMATION	
Site address	Crosland Road, Lindley, Huddersfield
Map sheet	Sheet 4
Source	UDP
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	35ha
Available Site Area	35ha
Planning Permission (B1/B2/B8)**	2011/91518 (outline)- Outline application for erection of data centre campus- not started 2014/93136 (outline and full) - Outline for B1c, B2 & B8. Full for residential - not started
Planning Permission (non-B1/B2/B8)**	2014/93136 (outline and full) - Outline for B1c, B2 & B8. Full for residential - not started
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - delivering suitable site access and addressing topographical issues
Highways (access)	Suitable site access currently achievable (Council information). Access upgrade works are likely to be required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality and noise and odour concerns as close to residential and a large site
Topography	Some topographical issues - site slopes downwards from the south east
Other physical constraints	ETS_L306 Buffer ETS_Y18138 - Land Listed Building Hudds 20/416. Borders residential are. High Voltage power cables run through the top corner of the site.
Site clearance	Limited clearance required - derelict house on site, stone wall, pylon
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - dependent on investment required for infrastructure although site is not heavily constrained. The site is not currently a serviced plot.

Site 168- 198

BASIC INFORMATION	
Site address	Land off Lindley Moor Road, Crosland Road, Lindley, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	26.77ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential - part of site developed out.
Site constraints*	Potentially significant development constraints- delivering suitable site access and addressing topographical issues
Highways (access)	Suitable site access currently achievable (Council information)- assumed access would be from Lindley Moor to the north. Access upgrade works are likely to be required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site close to residential
Topography	Some topographical issues - Site slopes from approximately north-west to south-east
Other physical constraints	YW Sewers to far SW corner. Overhead power lines cross the north-eastern corner of the site therefore 0.55ha removed to allow a buffer.
Site clearance	Limited clearance required - stone walls, pylon (site visit)
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park- assuming access from the north
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - dependent on investment required for infrastructure although site is not heavily constrained. The site is not currently a serviced plot.

Site 191- 454	
BASIC INFORMATION	
Site address	Land off Lindley Moor Road, Crosland Road, Lindley, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	19.17ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2014/93136-or Industrial Development and the erection of 252 dwellings on the site was granted in May 2015
Planning Permission (non-B1/B2/B8)**	2014/93136- or Industrial Development and the erection of 252 dwellings on the site was granted in May 2015
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A640, A643) / close to motorway (M62)
Location	Edge of urban (Tier1)(Huddersfield)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - delivering suitable site access and addressing topographical issues
Highways (access)	Suitable site access currently achievable- access can be achieved from Lindley Moor Road and Crosland Road. A Full Planning Application (2014/93136) for Industrial Development and the erection of 252 dwellings on the site was granted in May 2015. Access to the industrial development is proposed off Lindley Moor Road. Access to the residential development is proposed off Crosland Road (Council information). Access upgrade works are likely to be required (site visit).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - six accidents at Lindley Moor Road / Weatherhill Road junction in past five years. Accident cluster at Ainley Top Junction
Contamination	Site potentially contaminated - phase 1 survey needed.
Air quality / noise	Significant air quality and noise and odour concerns
Topography	Some topographical issues - undulating site, needs levelling.
Other physical constraints	Overhead power lines
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - dependent on investment required for infrastructure although site is not heavily constrained. The site is not currently a serviced plot.

Site 214 - B8.9

BASIC INFORMATION	
Site address	Hillhouse Sidings, Alder Street, Huddersfield
Map sheet	Sheet 4
Source	UDP
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	7.66ha
Available Site Area	4.26ha
Planning Permission (B1/B2/B8)**	2008/92295 (expired)- Erection of a single storey storage unit (B8)- no detail if started or not
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to market - undeveloped UDP allocation
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A641)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential / Retail / Commercial
Site constraints*	Potentially significant development constraints - potential contamination, difficult shaped site split over two levels
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - site slopes to the south
Other physical constraints	Site falls within the outer Hazard Zone
Site clearance	no clearance required - assuming the existing buildings are retained
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - undeveloped UDP allocation, potential contamination issues.

Site 222- 1025

BASIC INFORMATION	
Site address	Land south of Bradley Business Park, Dyson Wood Way, Bradley, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	4.77ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A6107)
Location	Edge of urban (no tier)(Bradley)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints - due to access infrastructure works required and topographical issues
Highways (access)	Suitable site access currently achievable (Council information). Site visit suggests access would be achievable from main estate road subject to resolving levelling difference (site visits).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - multiple accidents on Wakefield Road
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses. It is very far from motorway junction, would require driving through AQMAs to get to motorway, so B8 use would not be favourable.
Topography	Significant topographical issues - site undulates and drops steeply to the south but levels towards the bottom.
Other physical constraints	This site has houses to the east and is not suited for B2 and B8 on eastern side. B1 close to the houses would be preferable.
Site clearance	Limited clearance required - trees
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial) (based on existing uses)
Optimum Market Segment	Office location (mid tier business park)
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity -costs associated with levelling the site

Site 225 - 592

BASIC INFORMATION	
Site address	Land to the north, north east and east of 6 Burn Road, Birchenclyffe, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	57.06ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2014/93039- Mixed use - includes employment - outline application for residential (east of site accounts for 7 ha) on part of site - undetermined
Planning Permission (non-B1/B2/B8)**	2014/93039- Mixed use - includes employment - outline application for residential (east of site accounts for 7 ha) on part of site- undetermined
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - due to significant topographical issues and pylons on parts of the site.
Highways (access)	Suitable site access currently achievable - long site frontage on A643 Brighouse Road. Upgrade Brighouse Road / Grimescar Road junction and possibly widen (on site side) Brighouse Road from this junction to the south to Ainley Top Roundabout (and perhaps provide two lanes?). Upgrade Brighouse Road / Bryan Lane junction. 160m stopping sight distance required (50mph speed limit). Improve Grimescar Road within site boundary to provide minor accesses to Yew Tree Road, Burn Road and Grimescar Road (east), although existing roads are unsuitable for intensification of use (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - accident clusters at Ainley Top roundabout. Seven accidents on Grimescar Road (east) in past five years. Fatal accident on Brighouse Road in 2009.
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	Significant air quality concerns as close to residential and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues on parts of the site north of Grimescar Road
Other physical constraints	Parts of site more appropriate for development than others. Site not suitable in totality.
Site clearance	Limited clearance required - walls and buildings located throughout the site.
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Medium to long term (5+ years)
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - parts of the site would be undevelopable due to topographical issues. Infrastructure works would be required.

**Site 227 - 1023
DUPLICATE OF 168 & 191**

BASIC INFORMATION	
Site address	Land of Lindley Moor, Crosland Road, Lindley, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	37.97ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2014/93136- for Industrial Development and the erection of 252 dwellings on the site was granted in May 2015. 2013/60/93433- outline- was granted in April 2014 for employment uses on the northern part of the site between Crosland Road and Weatherhill Road with access off Lindley Moor Road.
Planning Permission (non-B1/B2/B8)**	2014/93136- for Industrial Development and the erection of 252 dwellings on the site was granted in May 2015. 2011/62/91519- full- was granted in March 2012 for the erection of 294 dwellings on the eastern part of the site.
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A640, A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints - delivering suitable site access and addressing topographical issues
Highways (access)	Suitable site access currently achievable- numerous access points can be achieved including Lindley Moor Road and Crosland Moor Road. Access to the industrial development is proposed off Lindley Moor Road. Access to the residential development is proposed off Crosland Road (Council information). Access upgrade works are likely to be required (site visit). Outline Planning Permission (2013/60/93433) was granted in April 2014 for employment uses on the northern part of the site between Crosland Road and Weatherhill Road with access off Lindley Moor Road. In addition Full Planning Permission (2011/62/91519) was granted in March 2012 for the erection of 294 dwellings on the eastern part of the site. Access is to be provided off Weatherhill Road and Cowrakes Road.
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - six accidents at Lindley Moor Road / Crosland Road junction in past five years. Accident cluster at Ainley Top Junction
Contamination	Site potentially contaminated - phase 1 survey required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - undulating site needs levelling.
Other physical constraints	Overhead power lines
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & distribution park
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	May be economically viable, may secure public sector intervention
Timescale for development**	Immediate to Short Term (up to 5 years)
Willing land owner**	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer may have capacity - dependent on investment required for infrastructure although site is not heavily constrained. The site is not currently a serviced plot.

Site 245 - 999

BASIC INFORMATION	
Site address	Land north of 44- 80 Ainley Road, Birchencliffe, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.39ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A629, A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential to the south
Site constraints*	Significant development constraints- High voltage power cable and topography
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity but there are accident cluster issues-six accidents at A643 Lindley Moor Road/ Crosland Road junction in past five years.
Contamination	Site assumed not contaminated
Air quality / noise	No air quality concerns but or noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues -site slopes steeply downwards to the east
Other physical constraints	High voltage power cable on site (site visit). Caution required with neighbouring residential but no significant constraints (Council information).
Site clearance	Limited clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable - whilst site may be attractive to market given location, constraints are so significant that it would not be developable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity - Site unsuitable in isolation

Site 246 - 1000

BASIC INFORMATION	
Site address	Land east of Lindley Moor Garage, Lindley Moor Road, Lindley, Huddersfield
Map sheet	Sheet 4
Source	CFS
Market Zone	Huddersfield and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.83ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market - (not considering site constraints)
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A643) / close to motorway (M62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential - to north east
Site constraints*	Significant development constraints - high voltage power cables on site
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity but there are accident cluster issues-six accidents at A643 Lindley Moor Road/ Crosland Road junction in past five years.
Contamination	Site assumed not contaminated- green field site
Air quality / noise	No air quality but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - site slopes down gently towards the north west
Other physical constraints	High voltage power cables on site (site visit). Caution with the neighbouring residential to the north east. No significant constraints (Council information)
Site clearance	Limited clearance on site- high voltage power cables
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes - Option 2 offices, option 3 industrial. To be assessed as general employment.
Capacity of developer to complete and let of sell the development over the plan period	Developer will not have capacity - high voltage power cables on site render the site undevelopable.

Site 45- B1.7

BASIC INFORMATION	
Site address	Stafford Mills, Bankhouse Lane, Milnsbridge, Huddersfield
Map sheet	Sheet 5
Source	UDP
Market Zone	South Kirklees and part of site within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	1.57ha
Available Site Area	1.57ha
Planning Permission (B1/B2/B8)**	97/90409 (expired)- Outline application for class B1 use- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A62) but meanders downwards
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential (small amount)/ Commercial
Site constraints*	Potentially significant development constraints- due to large scale clearance of woodland required
Highways (access)	Suitable site access not currently achievable as third party land is required (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	No air quality issues but significant noise and odour concerns as near to residential
Topography	No topographical issues
Other physical constraints	Flood risk 2 and 3a, and various YW sewers.
Site clearance	Large scale clearance required - heavily wooded area
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable- assuming site for specific occupier.
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - assuming site for specific occupier. Large scale clearance of woodland required.

Site 46 - B1.5

BASIC INFORMATION	
Site address	Land east of 22 Britannia Road, Milnsbridge, Huddersfield
Map sheet	Sheet 5
Source	UDP
Market Zone	South Kirklees and within 5 minute drive time to motorway
Strategic site option	No
Gross Site Area	0.68ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential / Retail / Commercial
Site constraints*	Significant development constraints
Highways (access)	Suitable site access currently achievable(council information), however site visit suggests that no suitable site access is in place currently, but could be added
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	No air quality concerns but there are noise and odour concerns as near to residential
Topography	Significant topographical issues- site inclines to the north
Other physical constraints	YW sewers
Site clearance	Limited clearance required - vegetation and small structure on site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- Site does not seem appropriate for development due to the topographical constraints

Site 184- 506 Assessment of undeveloped part of site only (based on marketing)	
BASIC INFORMATION	
Site address	Black Cat Fireworks, Blackmoorfoot Road, Crosland Moor, Huddersfield
Map sheet	Sheet 5
Source	CFS
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	29.34ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Part of site being actively marketed as development land with focus on residential
Strategic Accessibility	Local access only off Blackmoorfoot Road and in close proximity to A road (A62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints - due to slight topographical issues and potential contamination
Highways (access)	Suitable site access not currently achievable as third party land required for access (Council information). Site visits suggest separate access could be achieved via Blackmoorfoot Road or through the existing business (Standard Drive). Access upgrade works required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated as it is a landfill gas site (1618).
Air quality / noise	Potential air quality and noise and odour concerns as large site close to residential
Topography	Some topographical issues as it is an open site slopes to the south
Other physical constraints	Buildings across the central and southern parts of the site, in operational use as Black Cat fireworks. Area of Green Belt at the north of the site - steep slope (Council information).
Site clearance	Large scale clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - access upgrade works required and potential contamination and topographical issues.

Site 192 - 473

BASIC INFORMATION	
Site address	St Luke's Hospital, Nabcroft Lane, Crosland Moor, Huddersfield
Map sheet	Sheet 5
Source	CFS
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	9ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	2014/93099- Outline planning application for up to 200 dwellings with associated infrastructure and open space; retail units (open use class A1); accommodation for potential neighbourhood uses (use class A2/D1/D2/sui generis); restaurant/public house (use class A3/A4); and petrol filling station (sui generis).
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market - GVA is aware the site is being promoted for a residential led scheme
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only - Blackmoorfoot Road & close to major A road (A62)
Location	Edge of urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable- access is proposed via Blackmoorfoot Road (for retail, restaurant/public house and petrol filling station) and Nabcroft Road (for residential). Pedestrian and cycle links to Sunningdale Terrace to the south east. 43m stopping sight distance required (30mph speed limit) (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - seven accidents at Blackmoorfoot Road / Dryclough Road junction in past five years.
Contamination	Site potentially contaminated - phase 1 survey needed
Air quality / noise	Significant air quality and noise and odour concerns
Topography	Some topographical issues - site inclines to the west
Other physical constraints	
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General Industrial / Business Areas
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity- site is cleared and there is adjacent industrial uses.

Site 202 - 777

BASIC INFORMATION	
Site address	Land south west of 33 The Ridgeways, Linthwaite, Huddersfield
Map sheet	Sheet 5
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	3.12ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A62)- no direct access
Location	Edge of urban (Tier 5)(Linthwaite)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - significant topographical issues
Highways (access)	Suitable site access currently achievable (Council information)- site visit suggests access would be achievable from Gillroyd Lane however upgrade works would be required.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality), and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - land inclines steeply to the south east
Other physical constraints	Some residential nearby so would prefer B1 but don't preclude the other uses
Site clearance	No clearance required- agricultural field
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	Unlikely to be economically viable
Timescale for development**	N/A
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- There are significant topographical issues on site and the site is also located in a residential area.

Site 203 - 892

BASIC INFORMATION	
Site address	Former Kirklees College, Portland Street, Huddersfield
Map sheet	Sheet 5
Source	CFS
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	2.44ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Site being actively marketed for employment uses
Strategic Accessibility	Close to major A road (A640 & A629)
Location	Urban (Tier 1)(Huddersfield)
Adjacent Uses	Residential / Retail / Leisure / Commercial / Community / Mix of uses - town centre uses
Site constraints*	Significant development constraints - due to clearance required
Highways (access)	Suitable site access currently achievable- access via A640 Trinity Street, A629 New North Road or Portland Street. No access onto Castlegate (Ring Road A62). Access onto Fitzwilliam Street is constrained by short site frontage and proximity to mini roundabout and Portland Street junction. 43m visibility splays required (30mph speed limit) (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- five accidents on Trinity Street site frontage, three accidents on Castlegate site frontage and six accident at A629 / Fitzwilliam Street junction in past five years.
Contamination	Site potentially contaminated - Phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns
Topography	Significant topographical issues
Other physical constraints	Potentially period/listed buildings on site(Carlile Building)
Site clearance	Large scale clearance required- due to buildings on site
Options for B uses	B1a (office), B1b (research and development)
Optimum Market Segment	Office location
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	May be economically viable, may secure public sector intervention
Timescale for development**	Immediate to Short Term (up to 5 years)
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - large scale clearance required (demolition of Kirklees College required), potential contamination issues and some topographical issues.

Site 241 - 877
DUPLICATE OF 202

BASIC INFORMATION	
Site address	Land south west of 33 The Ridgeways, Linthwaite, Huddersfield
Map sheet	Sheet 5
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	3.12ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A62)- no direct access
Location	Edge of urban (Tier 5)(Linthwaite)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - significant topographical issues
Highways (access)	Suitable site access currently achievable (Council information)- site visit suggests access would be achievable from Gillroyd Lane however upgrade works would be required.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality), and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - land inclines steeply to the south east
Other physical constraints	Some residential nearby so would prefer B1 but don't preclude the other uses
Site clearance	No clearance required- agricultural field
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- There are significant topographical issues on site and the site is also located in a residential area.

Site 36- 1026

BASIC INFORMATION	
Site address	Holster Car Park, St Andrew's Road, Huddersfield
Map sheet	Sheet 6
Source	CFS
Market Zone	Huddersfield
Strategic site option	No
Gross Site Area	1.29ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A640 & A62)
Location	Urban (Tier 1)(Huddersfield)
Adjacent Uses	Retail / Commercial
Site constraints*	Potentially significant development constraints - due to potential access issues and contamination of site
Highways (access)	Suitable site access not currently achievable as third party land is required to access St Andrew's road (Council information). Site visit suggests access issue can be overcome.
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues at junction with A629
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality concerns but no noise or odour concerns
Topography	Some topographical issues - site visit suggests not a significant constraint-very minor levelling required
Other physical constraints	Flood zone 2 and contains various YW sewers
Site clearance	No clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	R&D / Advanced Manufacturing
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable- constraints are likely to be overcome
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - minor constraints are likely to be resolved.

Site 182- 396

BASIC INFORMATION	
Site address	Land north of 7 Wakefield Road, Grange Moor, Huddersfield
Map sheet	Sheet 6
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	11.95ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to the market- based on adjacent uses
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A642, A637)
Location	Edge of urban (Tier 6)(Grange Moor)
Adjacent Uses	Residential / Retail / Commercial /Community (church)
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated- priority group 1 in the south western corner and priority 2 adjacent to the eastern boundary
Air quality / noise	Potential air quality and noise and odour concerns as close to residential
Topography	Some topographical issues-the site undulates and topographical issues to the north.
Other physical constraints	There are some overhead cables- site visit suggests low voltage cables on site.
Site clearance	Limited clearance required - vegetation, allotments, structures and a church
Options for B uses	B1a (office)- as office established on the adjacent site, B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Market Segment	High quality business park (as per existing development across the road)
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity- there is an existing site developed already adjacent to the site and there are no major constraints.

Site 24- B10.13

BASIC INFORMATION	
Site address	Land north west of Former Gas Works, Bretton Street, Dewsbury
Map sheet	Sheet 7
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.83ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2004/94817 (expired)- Outline application for erection of B1, B2 and B8 units- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market - as an existing UDP allocation that hasn't been developed
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only off Bretton street
Location	Edge of urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential / Commercial- industrial units
Site constraints*	Significant development constraints- due to potential access / topographical issues
Highways (access)	Suitable site access currently achievable however given the restriction of the railway bridge of the access to the site opposite, care should be taken (Council information). The site has no obvious existing access onto the site and site visit suggests there is a level change as the site is lower than the road (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated (Council information). Site visit suggests former use may mean there is some contamination (site visit).
Air quality / noise	No air quality concerns but potential noise and odour concerns as close to residential
Topography	Some topographical issues - undulating site
Other physical constraints	YW Sewers.
Site clearance	Limited clearance required - vegetation
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - not known if there is a willing landowner, no development as a UDP allocation, topographical / access issues.

Site 25- B10.25

BASIC INFORMATION	
Site address	Land south west of Ratcliffe Mills, Forge Lane, Dewsbury
Map sheet	Sheet 7
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	0.61ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	92/03933 (expired)- outline application for erection of factory / warehouse unit- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A644)
Location	Edge of urban (Tier 2)(Dewsbury)
Adjacent Uses	Commercial
Site constraints*	Potentially significant development constraints- access upgrade will be required.
Highways (access)	Suitable site access not currently achievable as narrow access to Forge Lane & poor sight lines onto Forge Lane (Council information)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	No air quality or noise and odour concerns
Topography	No topographical issues
Other physical constraints	Flood Zone 3a. 200yr Deep Floods. Part of landfill gas (EA 1348 Buffer).
Site clearance	Limited clearance required - mounds of soil, looks like it is already being cleared
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)- likely to be attractive for an expansion of Ratcliffe Mills. Looks like work already ongoing on site.
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - assuming site for specific occupier. Willingness of landowner unknown, access upgrade will be required. Site is part of a landfill gas area.

Site 58- B10.16

BASIC INFORMATION	
Site address	Jay - Be Ltd, Forge Lane, Dewsbury. Building on site was called Eurofence Coating
Map sheet	Sheet 7
Source	UDP
Market Zone	North Kirklees
Strategic site option	No
Gross Site Area	1.55ha
Available Site Area	0.32ha
Planning Permission (B1/B2/B8)**	97/90832 (legally commenced)- Erection of industrial complex comprising of 2 units with associated offices- started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to market - undeveloped previous UDP allocation
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only / Close to major A road (A644)
Location	Edge of urban (Tier 2)(Dewsbury)
Adjacent Uses	Residential (further to the south east)/ Commercial
Site constraints*	Potentially significant development constraints - potential contamination identified
Highways (access)	Suitable site access currently achievable (Council information) -assuming shared access with existing business (site visit)
Highways (network capacity / accident clusters)	Network capacity issues at junction with Station Road and accident cluster issues at B6177/Forge Lane junction.
Contamination	Site potentially contaminated
Air quality / noise	No air quality concerns but potential noise and odour concerns as close to residential
Topography	No topographical issues
Other physical constraints	Flood Risk 2&3a, TPO areas 19/97/g3, YWSewers Ref 26976000344
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential site contamination and unknown willingness of landowner.

Site 193- 491

BASIC INFORMATION	
Site address	Land to the east of 74 Barnsley Road, Flockton, Huddersfield
Map sheet	Sheet 7
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.46ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A637)
Location	Urban (Tier 6)(Flockton)
Adjacent Uses	Residential / Community - located adjacent to residential and a pub
Site constraints*	Significant development constraints - known contamination and topographical issues
Highways (access)	Suitable site access not currently available- located next to a small, narrow, single lane bridge. access upgrades works would be required (site visits). Only site frontage is on to A637 Barnsley Road. Access can be achieved from Barnsley Road however third party land would be required to achieve 2.4 x 43m visibility splays (30mph speed limit). However Barnsley Road is considered unsuitable for HGVs to access the site (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated- phase 1 and 2 surveys needed
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - large mound of grass to the north of the site. Site drops sharply to the rear and inclines to the south
Other physical constraints	
Site clearance	Large scale clearance required - earth works / soil shifting
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - significant topographical and contamination issues on site. Site upgrade works would be required.

Site 177 - B5.3 (area of hard standing to the north west of the site has been assessed)

BASIC INFORMATION	
Site address	Park Mill, Colliers Way, Clayton West, Huddersfield
Map sheet	Sheet 8
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	3.94ha
Available Site Area	0.6ha
Planning Permission (B1/B2/B8)**	2006/93198 (full) - Erection of single storey nursery unit- complete 2005/94871 (expired)- Erection of extension to existing office / warehouse- not started 1996/93284 (full) - Plant hire operation and erection of warehouse / office- complete 2005/93670 (full) - Erection of B1 use starter units- complete
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A636)
Location	Urban (Tier5)(Clayton West)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints - possible contamination issues
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	Network capacity issues as local routes not suited to B2 & B8 users but no accident cluster issues
Contamination	Site known to be contaminated as there is a priority group 1 on strip of land along the western boundary of the site
Air quality / noise	Potential air quality and noise and odour concerns as large site close to residential
Topography	Some topographical issues as site slopes from north to south
Other physical constraints	Loss of some trees (not TPOed) along the southern and western belts of the site. South of site clips Flood risk area 2 & 3a. Several existing buildings in southern part of the site. Industrial units border the site to the west (PEA CW1). Site also borders a watercourse along the western boundary. Development would involve significant site clearance. Site also borders listed road bridge where Wakefield Road crosses the River Dearne.
Site clearance	No clearance required - existing items in storage would need to be relocated off site.
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity- assuming possible contamination issues on the western boundary of the site are resolved.

Site 199 - 837

BASIC INFORMATION	
Site address	Land north east of Park Mill House, Kiln Lane, Clayton West, Huddersfield
Map sheet	Sheet 8
Source	CFS
Market Zone	South Kirklees
Strategic site option	Clayton West -Strategic site option. Brought forward for employment use. Potential for 15 ha of employment land.
Gross Site Area	32.02ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A636) / close to motorway (M1 Junction 39)
Location	Edge of urban (Tier 5)(Clayton West)
Adjacent Uses	Commercial
Site constraints*	Potentially significant development constraints - some topographical issues
Highways (access)	Suitable site access currently achievable- Preferred access via A636 Wakefield Road. Various access points and junction types available. Speed limit is 60mph = 215m stopping site distance. Secondary / minor access off Kiln Lane, which is subject to a derestricted speed limit (60mph). A stopping site distance of 215m would be required. Footway to be provided on site side (Council information). Access upgrade works required (site visit).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - three accidents on A636 Wakefield Road along the site frontage in past five years.
Contamination	Site known to be contaminated - phase 1 and 2 surveys needed
Air quality / noise	Significant air quality concerns (requires monetising of damages due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues on part of the site
Other physical constraints	
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & Distribution Parks
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - some topographical issues on part of the site and access infrastructure upgrades required.

Site 201 - 853

BASIC INFORMATION	
Site address	Land south of 26 Newlands Avenue, Clayton West, Huddersfield
Map sheet	Sheet 8
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.61ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only
Location	Edge of urban (Tier 5)(Clayton West)
Adjacent Uses	Residential
Site constraints*	Significant development constraints - due to access
Highways (access)	Suitable site access not currently achievable- there is a small piece of land leading up to the site which is sandwiched between residential properties (site visits). No site frontage to the adopted highway. Newlands Avenue and Cliffe Street are both residential streets and are considered unsuitable for HGV use (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated phase 1 and 2 surveys required
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	
Site clearance	No clearance required - site consists of a paddock
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	Unlikely to be economically viable
Timescale for development**	N/A
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- site has no road frontage and access constraints.

Site 206 - 901

BASIC INFORMATION	
Site address	Land north east of Park Mill House, Kiln Lane, Clayton West, Huddersfield
Map sheet	Sheet 8
Source	CFS
Market Zone	South Kirklees
Strategic site option	Clayton West
Gross Site Area	26.04ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A636) / close to motorway (M1 Junction 39)
Location	Edge of urban (Tier 5)(Clayton West)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints -some topographical issues
Highways (access)	No information provided from Council. Site visit suggests no suitable site access is currently available. Access upgrade works required (site visit).
Highways (network capacity / accident clusters)	No information provided from Council
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality concerns (monetising of damages required due to impact on air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - site slopes down to the south east
Other physical constraints	
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	Warehouse & Distribution Parks
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable, may secure public sector intervention
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - some topographical issues on part of the site and access infrastructure upgrades required.

Site 52 - B4.2

BASIC INFORMATION	
Site address	Land west of 12-20 Abbey Road, Shelley, Huddersfield
Map sheet	Sheet 9
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	2.23ha
Available Site Area	2.23ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market- undeveloped UDP allocation
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A629)
Location	Edge of urban (Tier 6)(Shelley)
Adjacent Uses	Residential
Site constraints*	Potentially significant development constraints- potential contamination and some topographical issues.
Highways (access)	Suitable site access not currently achievable as third party land is required for access (Council information). Site visit suggests access is achievable, evidence of previous access.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated- 139/16
Air quality / noise	No air quality but potential noise and odour concerns as close to residential
Topography	Some topographical issues- as site undulates
Other physical constraints	
Site clearance	Clearance required - heavily overgrown with vegetation
Options for B uses	B1b (research & development), B1c (light industrial)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Medium to Long Term (5+ years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential contamination and topographical issues.

Site 163 - 64

BASIC INFORMATION	
Site address	Sovereign Industrial Estate, Barnsley Road, Shepley, Huddersfield
Map sheet	Sheet 9
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.71ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A635 & A629)
Location	Edge of urban (Tier 6)(Shepley)
Adjacent Uses	Residential / Retail / Leisure / Commercial- Industrial
Site constraints*	Significant development constraints- significant contamination issues
Highways (access)	Suitable site access not currently achievable- third party land required to achieve access. Access can be achieved via existing priority junction with A635 Barnsley Road, however 2.4 x 215m visibility splays (60mph speed limit) cannot be achieved to the left of the junction as third party land required. It should be noted that Extant planning permission (2000/91669) allowed for visibility splays of 4.5m x 90m to the left and 4.5m x 74m to the right. 4.5m x 160m is achievable to the left of the junction (Council information). Site visit suggests current site access from Carr Lane, assume new access would be required off A635 -access upgrade works would be required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated (522)
Air quality / noise	Potential air quality and noise and odour concerns as large site close to residential
Topography	No topographical issues
Other physical constraints	Within Active Mineral Working Area
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable- based on neighbouring business use
Timescale for development **	Immediate to Short Term (up to 5 years)- assuming constraints are resolvable
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - significant contamination issues would require resolution and access upgrade works required.

Site 196 - 679

BASIC INFORMATION	
Site address	Land north west of 108 Huddersfield Road (B6118), Skelmanthorpe, Huddersfield
Map sheet	Sheet 9
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	3.15ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only off B road (B6116)
Location	Edge of urban (Tier 4)(Skelmanthorpe)
Adjacent Uses	Residential
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable - access upgrade works would be required (site visits). Access via B6118 Huddersfield Road. Stopping sight distance for site access junction to be 43m (30mph speed limit) (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - three accidents on Huddersfield Road in the vicinity of the site access in past five years.
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Minor topographical issues- site slopes gently to the north
Other physical constraints	Power cables over site - not HV
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees) / Inward investor
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - access upgrade works would be required

Site 3- B3.4

BASIC INFORMATION	
Site address	Land north east of Bottoms Mill, Woodhead Road, Holmfirth
Map sheet	Sheet 10
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	2.08ha
Available Site Area	2.08ha
Planning Permission (B1/B2/B8)**	2009/92825 (outline)- Erection of B1 business development- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A6402)
Location	Edge of urban (Tier 4)(Holmfirth)
Adjacent Uses	Residential / Commercial - industrial, heavy use
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	Network capacity issues but no accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality concerns (assessment needed) and significant noise concerns
Topography	Some topographical issues - site falls away slightly but it is very moderate
Other physical constraints	EA Flood Zone 2 & 3 to South East of the site. SFRA identifies this part of the site as 3b. Floods 200yr Deep. Twite Buffer
Site clearance	No clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - no obvious impediments to development

Site 50- B3.3

BASIC INFORMATION	
Site address	Site of former Thongsbridge Mills, Huddersfield Road, Thongsbridge, Holmfirth
Map sheet	Sheet 10
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.08ha
Available Site Area	1.08ha
Planning Permission (B1/B2/B8)**	07/91216 (legally commenced)- Erection of 3 B1 business units (mix of B1c and B1a)- started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment in the wider locality
Strategic Accessibility	Close to major A road (A6024)
Location	Edge of urban (no tier)(Thongsbridge)
Adjacent Uses	Residential / Commercial
Site constraints*	No significant development constraints-assuming site preparation works have been undertaken
Highways (access)	Suitable site access currently achievable- access implemented on site (site visit)
Highways (network capacity / accident clusters)	Network capacity problems at peak times and accident clusters at the A6024/Miny Lane Junction.
Contamination	Site potentially contaminated- land fill gas site SW0007 Buffer
Air quality / noise	Potential air quality and noise and odour concerns as large site and near residential
Topography	Some topographical issues - site gently slopes
Other physical constraints	Flood Risk 3b - TPO areas 32/93/a1. 03/07/g1 & individual trees on frontage of the site - Thongsbridge Mill Pond.
Site clearance	Limited clearance required
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - unknown willingness of landowner. Site appears to have been prepared and is in an area that is likely to be attractive.

Site 125 - 332

BASIC INFORMATION	
Site address	Land south of Hope Bank Works, Woodhead Road, Brockholes, Holmfirth
Map sheet	Sheet 10
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	10.11ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A6024)
Location	Edge of urban (no tier)(Brockholes)
Adjacent Uses	Residential / Commercial
Site constraints*	Potentially significant development constraints - topographical issues
Highways (access)	Suitable site access currently achievable (Council information), however site visit suggests access upgrades works / new access would be required (site visit).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site and near residential
Topography	Some topographical issues - gently sloping site, a bit steeper near main road
Other physical constraints	0.25ha has been removed from the developable area to remove the extension to Hope Bank Works and its car park
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - site requires access infrastructure upgrades and there are topographical issues.

Site 162- 702

BASIC INFORMATION	
Site address	72 Neilly Works, New Mill Road, Honley, Holmfirth
Map sheet	Sheet 10
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.49ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Close to major A road (A616 & A6024)
Location	Edge of urban (Tier 4)(Honley)
Adjacent Uses	Residential / Commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable (Council information). Site visit suggests access upgrades works will be required (site visits)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site and near residential
Topography	Very minor topographical issues - site gently slopes
Other physical constraints	Flood zone 3a. The site is located within an ancient woodland buffer zone. The site is within a land fill gas site area.
Site clearance	Limited clearance may be required - has one building on the site associated with former sports use (Council information)
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial) B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - assuming site access works are undertaken.

Site 194- 578

BASIC INFORMATION	
Site address	Land south west of 2 Dobb Lane, Holmbridge, Holmfirth
Map sheet	Sheet 10
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.14ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road(A6024)
Location	Urban (Tier 6)(Holmbridge)
Adjacent Uses	Residential / Community - school
Site constraints*	Significant development constraints- due to topographical issues and access issues.
Highways (access)	Suitable site access not currently achievable- only site frontage is onto Dobb Lane, which is unsuitable for HGV access (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated - Phase 1 and Phase 2 survey required.
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues
Other physical constraints	Very quiet area, would prefer B1 uses but wouldn't rule out other uses (Council information)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - significant topographical issues and access issues. Site appears landlocked.

Site 220 - B8.1

BASIC INFORMATION	
Site address	Land south of 30 New Mill Road, Honley, Huddersfield
Map sheet	Sheet 10
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	2.93ha
Available Site Area	2.93ha
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Likely to be attractive to market - albeit undeveloped UDP allocation
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A6204)
Location	Edge of urban (Tier 4)(Honley)
Adjacent Uses	Residential (site visit) / Commercial
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable - long site frontage onto A616 New Mill Road. 43m stopping sight distance required (30mph speed limit) (Council information). Access upgrades would be required (site visits)
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - six accidents on New Mill Road in the vicinity of the site in past five years.
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues (on the southern portion adjacent to road frontage)
Other physical constraints	
Site clearance	Limited clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - Unknown willingness of landowner and access upgrades required

Site 228 - 1028

BASIC INFORMATION	
Site address	Dobroyd Mills, Off Butt Lane, Hepworth, Holmfirth
Map sheet	Sheet 10
Source	CFS
Market Zone	South Kirklees
Strategic site option	No - Mixed use residential and employment - no further detail provided
Gross Site Area	5.2ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A616)
Location	Edge of urban (Tier 6)(Hepworth)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints- due to clearance required, contamination and topographical issues
Highways (access)	Suitable site access not currently achievable- only site frontage is on to Hepworth Lane, which is unsuitable for HGV access due to sub standard connection to A616 Sheffield Road via East Street (Council information). Site visit suggests site access is achievable albeit access upgrades required.
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - site undulates
Other physical constraints	
Site clearance	Large scale clearance required- all buildings will need demolishing
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - large scale clearance is required and site is known to be contaminated.

Site 49- B2.2

BASIC INFORMATION	
Site address	Bentley Farm, Bentley Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.91ha
Available Site Area	0.42ha
Planning Permission (B1/B2/B8)**	2011/90264 (full)- Extension to time limit for the erection of storage units (B8)- not started
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to market - nearby commercial uses but undeveloped UDP allocation
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only - off Bent Ley Road and the B6108 Huddersfield Road
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Commercial
Site constraints*	Potentially significant development constraints- due to potential contamination
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	No air quality or noise or odour concerns
Topography	No topographical issues
Other physical constraints	Flood risk 3a
Site clearance	No clearance required- open portion of site under consideration
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential contamination issues

Site 126 - 1029
Assuming existing building remains

BASIC INFORMATION	
Site address	Shoddy Mills, Huddersfield Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	3.82ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only - off the B6108
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential / Commercial / Community
Site constraints*	Potentially significant development constraints- potential contamination issues
Highways (access)	Suitable site access currently achievable- access can be achieved from Huddersfield Road. Potential access could be formed opposite Bent Ley Road however this junction may need to be improved (Council information). Access upgrade works required (site visits).
Highways (network capacity / accident clusters)	Network capacity and accident cluster issues -3 recorded accidents on Huddersfield Road at the northern boundary of the site in the last 5 years.
Contamination	Site potentially contaminated
Air quality / noise	Potential air quality and noise and odour concerns as large site and near residential
Topography	Some topographical issues - site gently slopes (Council information)
Other physical constraints	Flood risk 3a, surface water risk - TPO areas 18/08/w1, me1/57/g4 & me1/57/g5- Twite Buffer.
Site clearance	No clearance required- assuming existing buildings and pond are retained
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - potential contamination and access upgrade works required.

Site 170 - 226

BASIC INFORMATION	
Site address	Land north east of Bentley Industrial Estate, Bentley Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.73ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only - access from Bent Ley Road, off the B6108
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Commercial / Residential
Site constraints*	No significant development constraints - assuming site for specific occupier
Highways (access)	Suitable site access currently achievable- assume access could be achieved through the existing Bent Ley Industrial Estate. Most likely to be for the adjacent site specific occupier (site visit). Site access issues- site does not have frontage on the public highway (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality and noise and odour concerns as proposed development near noise source and odour from sewage works has potential to be an issue (Council information).
Topography	No topographical issues
Other physical constraints	Site is an open, greenfield site. Site borders flood zone 2 to the north. Adjacent to potentially contaminated land. Poor neighbour uses; sewage treatment works directly adjacent to the north, industrial to the south. Within an ancient woodland buffer zone (Council information).
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable- based on assumed site for the adjacent site specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- assuming site specific occupier

Site 178 - 345

BASIC INFORMATION	
Site address	Land West of Sewage Works, Bent Ley Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	5.45
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only- via Bent Ley Road & B6108
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential / Commercial
Site constraints*	Significant development constraints - due topography, potential contamination, achieving access and bridging the watercourse
Highways (access)	Suitable site access currently achievable- access can be achieved from Bent Ley Road. 2.4m x 120m visibility splays required (40mph speed limit). Access not suitable on B6108 Huddersfield Road due to derestricted speed limit (60mph) (Council information), however site visit suggests site access not currently achievable as third party land is required for access. Assume access would come via Bentley Road but upgrade works would be required (site visit).
Highways (network capacity / accident clusters)	No network capacity but accident cluster issues- Six accidents on B6108 Huddersfield Road in the vicinity of the site in past five years. One fatal accident in 2010
Contamination	Site potentially contaminated as is Twite Buffer
Air quality / noise	Potential air quality and noise and odour concerns as large and site and near residential
Topography	Significant topographical issues - site inclines away from the road to the south east
Other physical constraints	Watercourse separates the site from the remaining UDP site 49
Site clearance	Clearance of vegetation required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable - other than existing UDP allocation
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity -due to significant development constraints across the site.

Site 210 - B2.1

BASIC INFORMATION	
Site address	Land north of Shoddy Mills, Huddersfield Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.51ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	Evidence of employment marketing in the wider locality
Strategic Accessibility	Local access only
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential (site visit) / Commercial
Site constraints*	No significant development constraints - assuming site for specific occupier
Highways (access)	Suitable site access not currently achievable- access would need to be via the existing commercial units (site visits). No site frontage to the adopted highway. However access could be provided from Huddersfield Road were Employment Option Site E1866 developed at the same time (Council information).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues - six accidents on the B6108 Huddersfield Road in the vicinity of the site in past five years.
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues
Other physical constraints	
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing adjacent business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable -based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- unknown willingness of landowner. Assuming a site for specific occupier and expansion of existing business.

Site 216 - 381

BASIC INFORMATION	
Site address	Land north west of Dalthan Tool & Co Ltd, Mean Lane, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	5.5 ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only - via Helme Lane
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential / Commercial / Community
Site constraints*	No significant development constraints
Highways (access)	Suitable site access currently achievable- access possible via Helme Lane. 43m stopping site distance required (30mph speed limit). However, Helme Lane is a residential street and considered unsuitable for HGV use (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Limited topographical issues - moderate slope in a south east direction
Other physical constraints	
Site clearance	No clearance required
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity - not the most attractive of market areas

Site 223 - 1015

BASIC INFORMATION	
Site address	Land east of Dalthan Tool & Co Ltd, Mean Lane, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.4ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Identified for a site for specific occupier - would be unachievable for general use
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential / Commercial
Site constraints*	No development constraints -assuming site for specific occupier
Highways (access)	Suitable site access not currently achievable- no site frontage to the adopted highway hence third party land is required. Potential access is possible from Mean Lane. The limit of adoption on Mean Lane is adjacent to Plot 43. Beyond this point Mean Lane is unadopted. Mean Lane is 4.3m wide as existing. Mean Lane to be made up to adoptable standards (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	No air quality concerns but there are noise and odour concerns if the site is used for B2 / B8 uses
Topography	No topographical issues
Other physical constraints	Would prefer B1 as houses close by but don't preclude B2. Would prefer not to see B8 here as would have to drive through lots of residential areas to get to motorways (Council information).
Site clearance	No clearance required - currently used as agricultural grazing land
Options for B uses	N/A
Optimum Market Segment	Site for a specific occupier (expansion site for existing business)
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Likely to be economically viable - based on assumed site for specific occupier
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer likely to have capacity - assuming site for specific occupier, no development constraints.

Site 224 - 1007

BASIC INFORMATION	
Site address	Land south of 245 Huddersfield Road, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.44ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / off the B6108 Huddersfield Road
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential
Site constraints*	Significant development constraints- due topographical issues
Highways (access)	Suitable site access not currently achievable- only site frontage is on to B6108 Huddersfield Road, which is subject to a derestricted speed limit (60mph). 215m stopping sight distance cannot be achieved. Third party land and/or measures to improve visibility and/or reduce traffic speeds are required (Council information), however site visit suggests suitable site access could be created - off the B6108 (site visits).
Highways (network capacity / accident clusters)	No network capacity issues but there are accident cluster issues- six accidents in B6108 in vicinity of site in past five years.
Contamination	Site assumed not contaminated
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - severe issues at the north east side
Other physical constraints	Would prefer B1 as houses close by but don't preclude B2. Would prefer not to see B8 here as would have to drive through lots of residential areas to get to motorways (Council information)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity -significant topographical issues on site.

Site 226 - 984

BASIC INFORMATION	
Site address	Euro Link Business Park, Knowle Lane, Meltham, Holmfirth
Map sheet	Sheet 11
Source	CFS
Market Zone	South Kirklees
Strategic site option	N/A
Gross Site Area	1.59ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2010/91912- Mixed use - includes employment (B2 / B8). App: 2010/91912 - change of use from office to private day nursery and play gym
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only - access via B roads
Location	Edge of urban (Tier 4)(Meltham)
Adjacent Uses	Residential (site visit) / Retail / leisure / Commercial
Site constraints*	Significant development constraints - limited access, large scale woodland clearance, contamination issues and topographical issues
Highways (access)	Suitable site access currently achievable- access via Knowle Lane. 43m visibility splays required (30mph speed limit) (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 survey required
Air quality / noise	No air quality concerns but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Some topographical issues - there is a steep incline when accessing the site
Other physical constraints	
Site clearance	Large scale clearance required - woodland needs clearing
Options for B uses	B1b (research & development), B1c (light industrial), B2 (general industrial)
Optimum Market Segment	Incubator / SME cluster
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability**	May be economically viable
Timescale for development**	Immediate to Short Term (up to 5 years)
Willing land owner**	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- potentially significant development constraints, in particular the clearance required

Site 2- B1.1

BASIC INFORMATION	
Site address	Land north east of 16 Carrs Road, Marsden (locality)
Map sheet	Sheet 12
Source	UDP
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.05ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market- undeveloped UDP allocation
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62)
Location	Urban (Tier 4)(Marsden)
Adjacent Uses	Residential / Retail / Pub / Community
Site constraints*	Significant development constraints- due to topography, potential contamination and upgrade requirements
Highways (access)	Suitable site access currently achievable (Council information). Site visit suggests upgrade works would be required (site visit)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated
Air quality / noise	No air quality concerns but significant noise and odour concerns
Topography	Significant topographical issues- site rises to the south.
Other physical constraints	Flood zone 3a. Conservation Area- id. 5 (Marsden). Twite buffer zone
Site clearance	Limited clearance required - vegetation, soil shifting
Options for B uses	B1a (office), B1b (research & development), B1c (light industrial), B8 (storage & distribution)
Optimum Market Segment	General industrial / business area
Scale of occupier	Local occupier (in / outside of Kirklees)
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	May be economically viable
Timescale for development **	Immediate to Short Term (up to 5 years)
Willing land owner **	Unknown
Capacity of developer to complete and let or sell the development over the plan period	Developer may have capacity- access requires upgrading works and unknown if there is a willing landowner.

Site 230 - 1039

BASIC INFORMATION

Site address	Bank Bottom Mills, Mount Road, Marsden, Huddersfield
Map sheet	Sheet 12
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	4.62ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2005/93716- Mixed use - residential and employment. App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floors.
Planning Permission (non-B1/B2/B8)**	2005/93716- Mixed use - residential and employment. App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floors.

SITE ASSESSMENT

Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A62)
Location	Urban (Tier 4)(Marsden)
Adjacent Uses	Residential / Retail / Commercial / Community
Site constraints*	Significant development constraints- due to requirement to demolish buildings on site and topographical issues
Highways (access)	Suitable site access currently achievable- a potential access could be provided via the Carrs Road / Fall Lane / Binn Road roundabout however major improvement works would be required to this junction to form a suitable access. Secondary access could be provided at site frontage on Mount Road. However this access would not be suitable for HGVs as Mount Road is a residential street with severe gradient (Council information).
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site potentially contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues
Other physical constraints	
Site clearance	Large scale clearance required - buildings on site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - due to site constraints - demolition required and topographical issues

Site 231 - 1040

BASIC INFORMATION

Site address	New Mills, Brougham Road, Marsden, Huddersfield
Map sheet	Sheet 12
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	1.71ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2005-93716- Mixed use - residential, retail and employment. App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floors - UNSURE IF PLANNING INFORMATION IS CORRECT AS SAME AS 230
Planning Permission (non-B1/B2/B8)**	2005-93716- Mixed use - residential, retail and employment. App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floor - UNSURE IF PLANNING INFORMATION IS CORRECT AS SAME AS 230

SITE ASSESSMENT

Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Close to major A road (A62)however access is local in nature (residential street)
Location	Urban (Tier 4)(Marsden)
Adjacent Uses	Residential
Site constraints*	Significant development constraints- due to demolition required
Highways (access)	Suitable site access currently achievable- a potential access could be provided via the Carrs Road / Fall Lane / Binn Road roundabout however major improvement works would be required to this junction to form a suitable access. Secondary access could be provided at site frontage on Mount Road. However this access would not be suitable for HGVs as Mount Road is a residential street with severe gradient (Council information) - INFORMATION IDENTICAL TO SITE 230
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues - - INFORMATION IDENTICAL TO SITE 230
Contamination	Site potentially contaminated - phase 1 and 2 surveys required -- INFORMATION IDENTICAL TO SITE 230
Air quality / noise	Significant air quality and noise and odour concerns if the site is used for B2 / B8 uses -- INFORMATION IDENTICAL TO SITE 230
Topography	Some topographical issues- site slopes gently to the north
Other physical constraints	
Site clearance	Large scale clearance required - existing mill buildings
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A

SITE ASSESSMENT - ACHIEVABILITY

Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - Due to site constraints, in particular demolition of buildings required

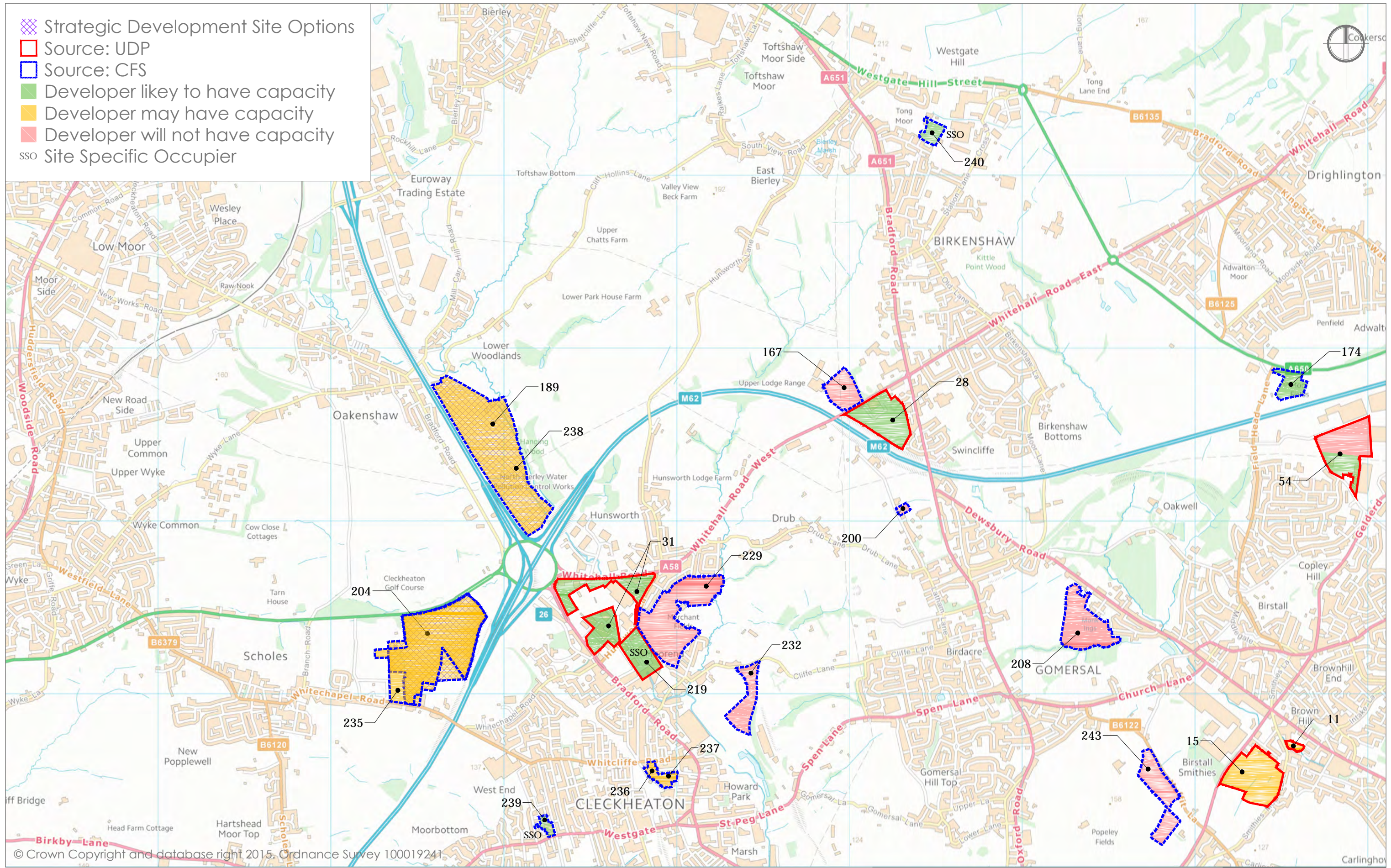
**Site 242 - 904
DUPLICATE OF 230**

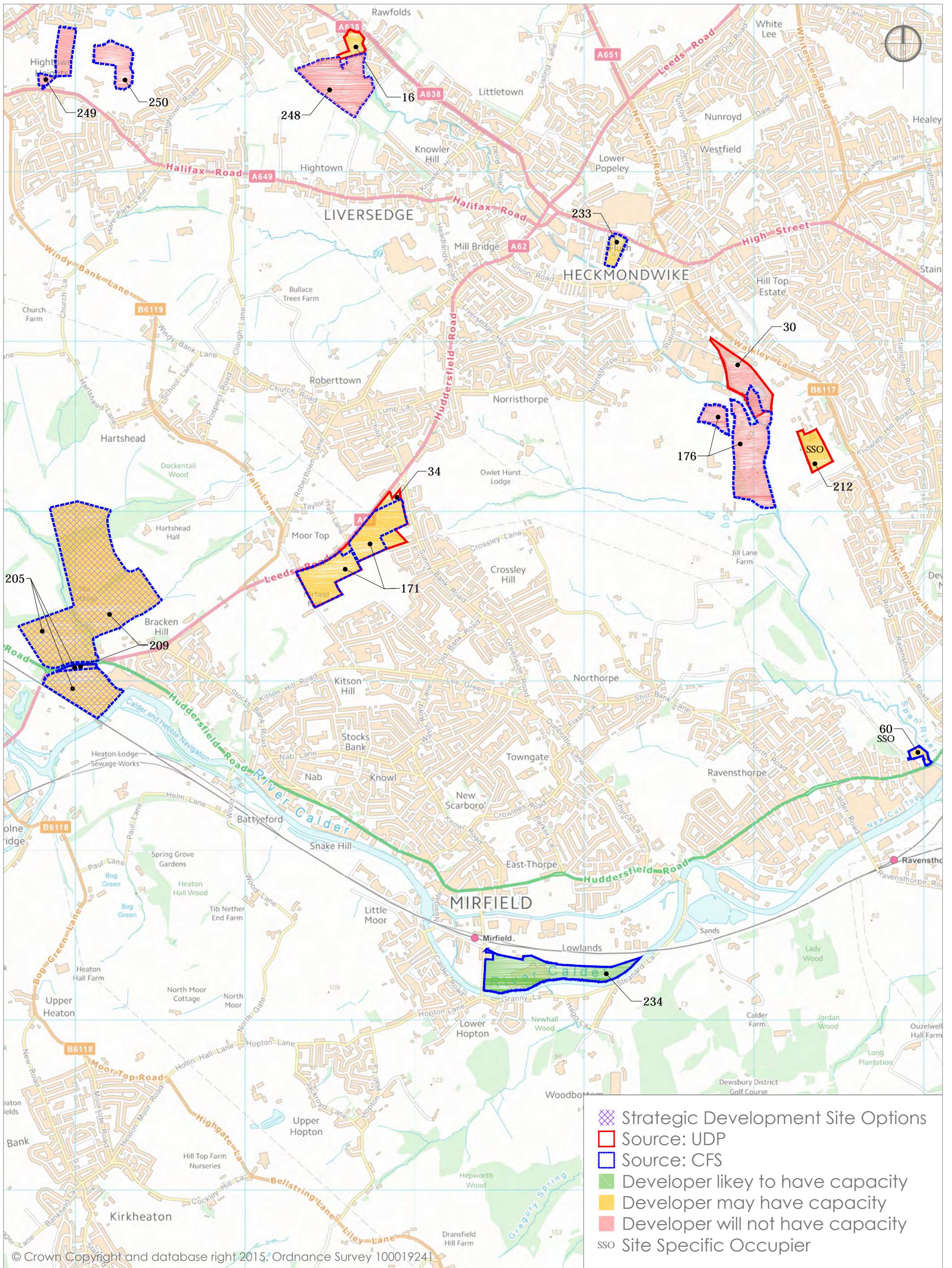
BASIC INFORMATION	
Site address	Bank Bottom Mills, Mount Road, Marsden, Huddersfield
Map sheet	Sheet 12
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	4.62ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	2005/93716- Employment (2nd option). App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floors.
Planning Permission (non-B1/B2/B8)**	2005/93716- Employment (2nd option). App: 2005/93716 - demolition of 3 bay mill, spinning shed and garage. Erection of health care unit and conversion of 2 bay mill to ground floor units for health care, offices, gym, restaurant, wine bar and 32 apartments on 3rd and 4th floors.
SITE ASSESSMENT	
Market Attractiveness*	May be attractive to the market
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only / close to major A road (A62)
Location	Urban (Tier 4)(Marsden)
Adjacent Uses	Residential / Retail / Commercial / Community
Site constraints*	Significant development constraints- due to requirement to demolish buildings on site and topographical issue!
Highways (access)	Suitable site access currently achievable
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site known to be contaminated - phase 1 and 2 surveys required
Air quality / noise	Significant air quality (monetising of damages required due to impact on air quality) and noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues
Other physical constraints	
Site clearance	Large scale clearance required - buildings on site
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Yes
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity - due to site constraints - demolition required and topographical issues

Site 244 - 968

BASIC INFORMATION	
Site address	Land west of 6 Dirker Bank Road, Marsden, Huddersfield
Map sheet	Sheet 12
Source	CFS
Market Zone	South Kirklees
Strategic site option	No
Gross Site Area	0.52ha
Available Site Area	No detail provided
Planning Permission (B1/B2/B8)**	N/A
Planning Permission (non-B1/B2/B8)**	N/A
SITE ASSESSMENT	
Market Attractiveness*	Unlikely to be attractive to the market -site is landlocked in the middle of a residential development
Market activity	No evidence of employment marketing
Strategic Accessibility	Local access only via Dirker Bank Road and Spring Head Lane. No direct access achievable. Removed from A62 at the south
Location	Urban (Tier 4)(Marsden)
Adjacent Uses	Residential to north, east and south
Site constraints*	Significant development constraints - due to access and topography
Highways (access)	Suitable site access not currently achievable-no site frontage to public highway. Not suitable for HGV access (Council information)
Highways (network capacity / accident clusters)	No network capacity or accident cluster issues
Contamination	Site assumed not contaminated
Air quality / noise	No air quality but noise and odour concerns if the site is used for B2 / B8 uses
Topography	Significant topographical issues - site slopes down to the south
Other physical constraints	No direct site access. Due to neighbouring residential this site should be restricted to B1 uses (Council information)
Site clearance	No clearance required
Options for B uses	N/A
Optimum Market Segment	N/A
Scale of occupier	N/A
SITE ASSESSMENT - ACHIEVABILITY	
Likely economic viability **	Unlikely to be economically viable
Timescale for development **	N/A
Willing land owner **	Partially - multi ownership - 1 owner promotes light industrial as a 3rd option.
Capacity of developer to complete and let or sell the development over the plan period	Developer will not have capacity- due to access and topographical issues.

Appendix 8: Mapping of site assessment conclusions





- Strategic Development Site Options
- Source: UDP
- Source: CFS
- Developer likely to have capacity
- Developer may have capacity
- Developer will not have capacity
- SSO Site Specific Occupier



