



# **Kirklees Local Plan**

## **Methodology Paper: Priority Employment Areas**

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## 1.0 Introduction

### Purpose of the study

- 1.1 The purpose of this study is to assess the suitability of existing employment areas across Kirklees for continued business and industrial use. The council has used the assessment to determine how much of its existing employment stock is appropriate (in quantitative, qualitative and location terms) to meet the needs of modern business operations. Further consideration has also been given to how well these sites assist, and can continue to assist, in meeting the overarching economic objectives of Kirklees and the wider Leeds City Region (LCR). Sites meeting the requirements set out in this paper have been protected and identified as Priority Employment Areas (PEAs).
- 1.2 The identification of PEAs is part of the council's strategy to build a prosperous economy and accords with priorities set out in the Kirklees Economic Strategy (KES) and the LCR Strategic Economic Plan (SEP).
- 1.3 The KES is based on five priorities. The priorities are:
- **Precision engineering and innovative manufacturing:** strength in depth and excellence;
  - **Innovation and enterprising businesses:** championing creativity, entrepreneurship and resilience;
  - **Workforce, skills and employment:** extending opportunities and powering business success;
  - **Infrastructure:** making it easier for businesses to succeed and for people to access work; and
  - **Quality places:** locations of choice for people, business and investment.
- 1.4 A key objective of the LCR SEP is to embody a spirit of innovation, technology and creativity. The SEP seeks to support such activity by promoting R&D, linking businesses to higher education institutions, and ensuring the right data and digital infrastructure is in place. There are four priorities in the SEP the most relevant to the purposes of this study being 'Priority 1' which aims to:
- "...provide the right environment and support that allows businesses to fulfil this role and to unlock their potential. This is key to positioning the City Region as a globally relevant and competitive place to do business."*
- Priority 3 also places an emphasis on the importance of engineering in supporting the growth of low carbon energy sector. It is recognised that this is an area of some strength in Kirklees and expands this to include textile businesses, cutting edge innovation and creative businesses.
- 1.4 This study was initially undertaken prior to the introduction of the National Planning Policy Framework (NPPF) and has since been reviewed in light of its publication. The

council considers that the study is compliant with the revised guidance and the outlined methodology justifies the protection of employment areas across the district.

- 1.5 Each year between 2006 and 2014 an average of 11 hectares of land in use, or previously used, predominantly for employment was granted planning permission for other uses, mainly housing. It is expected that there will continue to be pressure to replace employment with housing and other uses. The retention of employment areas under the PEA provisions is part of the council's strategy to maintain and generate jobs in locations which are close to residential areas and are reasonably accessible by public transport. It will also provide opportunities for new business development through the recycling of redundant and previously developed land, the extension of business premises and the subdivision and remodelling of large single occupancy sites and premises to accommodate smaller businesses.

#### **Format of the document**

- 1.6 This paper has been formatted in a way which provides the reader with an introduction to the purpose of the study (chapter one). A contextual overview of the Kirklees economy as set out in chapter two. Chapter three summarises the requirements set out in national guidance, introduces local evidence obtained by the council and explains how this has been considered in shaping the criteria used to undertake the assessment. Chapter four focuses on the methodology undertaken and the justification for the criteria used. Issues such as scoring are also covered in chapter four, and the chapter is concluded with a summary of the strengths and weaknesses of the district following analysis of the site scores. Chapter five justifies the PEAs selection and chapter six sets out the conclusions of the study.

## **2.0 Contextual Overview – The Kirklees Economy**

- 2.1 Kirklees has a strong industrial legacy founded on the textile industry. Much of this legacy lies along the river valley corridors with a certain amount of the building stock now unsuited to modern business needs. Due to the nature of some of these historical locations much of the employment stock falls within areas of known flood risk whilst others are less accessible to more modern modes of transport, the community and the wider labour market.
- 2.2 Today the Kirklees economy is the third largest in the Leeds City Region and, in terms of manufacturing jobs, the third largest in England. 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 districts regional and national status it is important, and a city region and council priority, to maintain and strengthen this position.
- 2.3 There are three distinct market areas in the district, these being; North Kirklees, Huddersfield and South Kirklees. The majority of South Kirklees settlements have been established along the valley corridors which are more self-contained. Much of the industry is based in out-dated accommodation and does not generally have a wider appeal beyond the settlements within which they serve. There is however an exception to this where it is acknowledged some successful businesses, particularly within the textiles industry, continue to operate in older industrial stock and serve an international market. Huddersfield benefits from advanced manufacturing companies and creative industries which is a key strength of the district and one the council is keen to build upon, whilst Dewsbury and the wider northern area are well connected to the motorway network; an asset to the existing manufacturing and logistic operations. The area is also dependent on larger neighbouring cities and towns such as Leeds and Bradford for its employment needs.
- 2.4 Despite Kirklees' relatively strong economic position at the regional level and its strong position nationally in the manufacturing sector there is still pressure from more high value uses, particularly housing. On average approximately 11 hectares of land, previously in business and industrial use, has been lost to alternative uses. It is important therefore to ensure that where employment land is of strategic and/or local importance to the economy that these areas are protected to promote the regeneration and growth for business and industrial operations established within the district.

## **3.0 National Guidance and Local Evidence**

3.1 The study has been produced in the context of national policy and local evidence. When the work was initially undertaken (2009), the relevant guidance was in the form of Planning Policy Statements (PPS) and Planning Policy Guidance (PPG). In March 2012 these PPGs and PPSs were replaced by the National Planning Policy Framework (NPPF). The purpose of this section is to set out the relevant policy notes used in the development of the study including any implications arising from the Planning Practice Guidance Note.

### **National Planning Policy**

#### **National Planning Policy Framework (NPPF)**

3.2 NPPF, paragraphs 21 - 22 outline that local planning authorities (LPAs) should identify priority areas for employment but must also consider rationalising their employment land supply where there is no strong economic reason for their retention.

3.3 The key considerations of NPPF in relation to the protection and rationalisation of employment land remain in line with previous national guidance as outlined in PPS 1, 3 and 4. The key considerations are:

- to seek and address potential barriers to investment;
- support existing business sectors, taking account of whether they are expanding or contracting;
- ensure flexibility to account for needs not anticipated in the plan;
- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- identify priority areas for economic regeneration; and
- to avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

3.4 NPPF paragraph 157 (bullet 6) also states that it may be appropriate to limit freedom to change the uses of buildings; however such restrictions must be supported with a clear explanation. In line with paragraph 157 it is therefore the intention of this paper to clearly set out the rationale and justification for the limitations on the change of use of employment sites as identified as Priority Employment Areas (PEAs).

3.5 The study takes account of these issues by utilising intelligence obtained from local businesses to understand potential barriers to investment and support future growth aspirations (see paragraph 3.13 - 3.14). It has also been important to take account of the overarching objectives of the city regions SEP and the KES when considering the role an employment area might play in supporting these objectives. The evidence obtained has been used to identify PEAs which will support the regeneration of employment sites for business and industry operations.

### **Planning Practice Guidance (PPG)**

- 3.6 An assessment of land availability identifies a future supply of land which is suitable, available and achievable for economic development uses over the plan period.
- 3.7 The assessment of land availability is an important step in the preparation of Local Plan. The National Planning Policy Framework identifies the advantages of carrying out land assessments for economic development in-line with housing to ensure sites are allocated for the use which is most appropriate.
- 3.8 An assessment should:
- identify sites and broad locations with potential for development;
  - assess their development potential;
  - assess their suitability for development and the likelihood of development coming forward (the availability and achievability).
- 3.9 This approach ensures that all land is assessed together as part of plan preparation to identify which sites or broad locations are the most suitable and deliverable for a particular use. The assessment forms a key component of the evidence base to underpin policies in development plans for economic development, including supporting the delivery of land to meet identified need for these uses.

### **Employment Land Reviews: Guidance Note (guidance was archived March 2014)**

- 3.10 It should be noted that the 'Employment Land Reviews: Guidance Note' was archived on 7 March 2014 and replaced by PPG. The original guidance placed greater emphasis on the need to assess the 'fitness for purpose' of existing employment stock. The 'Employment Land Reviews: Guidance Note' objectives, relevant to this study, were:
- To identify the 'best' employment sites to be protected; and
  - To identify employment sites to be released
- 3.11 Although the above objectives are retained in the NPPF (paragraphs 21-22, 51 and 157), it provides little guidance to the review of existing employment stock. The approach to PEAs has been reviewed against the latest national policy and guidance. However, the advice set out in the employment land reviews guidance note provides a useful background on methodology to be used when assessing employment land.
- 3.12 NPPF does state that no single methodology should be prescribed due to differing economies across the nation. Therefore each individual authority should take account of national and regional guidance and adapt their assessment to reflect local circumstances. In view of this it has been considered appropriate to influence the approach to safeguarding employment land by giving weight to the employment land reviews guidance note.

## **Local Evidence**

### **Kirklees District Employers Survey (2013)**

3.13 As stated in national guidance, it was important to ensure the study took account of local evidence (NPPF paragraph 158). The Kirklees Employers Survey 2013 highlighted the top six benefits of being located in Kirklees:

- Access to transport links;
- Personal/historic reasons;
- Quality of premises;
- Overall attractiveness of the area;
- Size of premises; and
- Quality of local environment.

3.14 Key messages to come out of the survey included the fact that half of employers in Kirklees rate the local area as a good or excellent place to do business. Access to transport links is the most frequently cited benefit to being located in Kirklees, but traffic congestion (37%) and lack of parking (36%) are issues most frequently mentioned. 15% of all employers in Kirklees are of the opinion that their business will require further land in the next 3 to 5 years. Of those requiring further land 31% will remain at their current location and expand there, more than half (57%) will move, the majority remaining in the district. In view of this the need to protect land in use for employment and provide businesses with the opportunities to grow from their current site, without the pressures from change of use, was considered important to their long term viability. The Kirklees Employers Surveys can be viewed online at:

<https://www.kirklees.gov.uk/business/localEconomy/pdf/employerSurvey2013.pdf>

### **Conclusions of National Policies and Local Evidence**

3.15 Having taken into account the national policy and local guidance set out above, the following site assessment criteria was established as part of the process for evaluating employment sites for designation as a PEA:

- site suitability/deliverability: for modern business operations;
- flooding: identification of problems with flood risk; and
- accessibility: particularly to the major road network, motorway junctions and public transport.

3.16 These are considered in more detail at paragraphs 4.9 - 4.22.



## **4.0 Assessing Priority Employment Areas**

### **Methodology**

- 4.1 Aim - to identify existing employment sites which should be protected from alternative non-employment uses, especially where these assist, and can continue to assist, in delivering the economic objectives of the LCR SEP and KES, and where there is evidence of loss to other competing uses – primarily housing.
- 4.2 There were four main stages to the assessment process:
1. Identification of the sites to be considered in the assessment;
  2. Assessment of employment areas identified;
  3. Analysis of the results; and
  4. Identification of the areas of greatest strategic and/or local importance - PEAs

### **Identification of the main employment areas to be assessed**

- 4.3 Employment typical urban areas (ETUA's) were captured in 2003 and acted as a record of the amount of land, in business and industrial use, which existed in Kirklees. Given the age of this data it is now important to update this position and identify new employment sites that have emerged since 2003. Ensuring we have an up to date position will support a more robust assessment of the districts employment stock which can then be used to justify the retention of employment sites and the need for new employment land.
- 4.4 Assessments were carried out on a ward by ward basis. The initial work was focused around reassessing the original ETUAs before identifying and appraising new ones either previously missed from the original study or brand new sites that have been established. This means there will be 2 main sources of sites:
- Existing ETUAs
  - New sites (identified through ELSR and a visual desk based study)

The most up to date Employment Land Supply Review (ELSR) was used to assist in the identification of new sites that have been established since 2003.

- 4.5 Each of the ETUA's were reviewed to ensure their current boundaries remained appropriate and, where required, amended to reflect changes that have occurred over time. Such changes included the expansion / addition of business units and the erosion of others due to the loss of premises through change of use.
- 4.6 New ETUA's were identified, using the ELSR monitoring data and by a visual desk based study. Each ward was examined by looking at planning permission boundaries for business and industry and aerial photographs to identify any areas that were in industrial use. A boundary was then captured and mapped.

4.7 The key information captured when identifying new employment sites was:

- The site boundary; and
- The site area.

4.8 Upon concluding this update, the newly defined ETUA's formed the source of sites from which the district's employment stock was assessed. The outcomes of which were then used to identify Priority Employment Areas (PEAs).

#### **Assessment of the ETUAs**

4.9 This section considers the site assessment criteria identified in paragraph 3.15 in more detail.

##### Site description/viability:

4.10 The internal site arrangement, building quality and potential conflict areas with neighbouring uses are important considerations when determining the suitability of a site for the efficient operation of modern business needs. Sites with a good internal layout providing ample space for the efficient operation of HGV's were more preferable to those with a more compact layout and restrictive to HGV movement. Existing buildings of older stock and with multiple levels were regarded as less likely to be suitable for the needs of modern business and scored less favourably than sites benefiting from single storey modern premises.

4.11 ETUA's with areas of additional land would also aid the viability of a site by providing opportunities for businesses to expand should they ever need to – a key outcome of the 2013 Employers Survey for Kirklees. Other potential barriers to growth, as identified through the 2013 Kirklees Employers Survey, were the potential impact of certain uses in the surrounding area – particularly residential. Heavy industry and logistic operations are likely to be in conflict with neighbouring residential areas and therefore sites neighbouring on to such uses were viewed less favourable for their future viability.

##### Flooding:

4.12 NPPF paragraphs 99-108 and its associated technical guidance aim to prevent inappropriate development in high flood risk areas. Any proposed development falling within flood risk zones 2 and 3 would require applicants to demonstrate that there are no other reasonably available sites in areas with a lower probability of flooding. For the purpose of the assessment it is considered a constraint to the future viability of the site if redevelopment for modernisation or expansion be required. Any part of a site falling within flood zone 3b is not appropriate and is therefore excluded from any development that is not water compatible. These sites will score lowest on the flooding criteria. The severity of the constraint is dependent upon the size of area within the flood risk and the probability of flood risk.

Access to motorway junctions:

- 4.13 Proximity to the strategic road network (motorway junctions) is important to ensure the site is well located to enable the efficient movement of HGV traffic and other associated vehicles to the existing and potential users of the site. Sites with immediate access to motorway junctions were viewed as the most accessible locations and would therefore support the findings of the 2013 Employers Survey.

### Scoring

#### Site description/viability:

- 4.14 Sites that benefit from modern single storey premises, a good internal site arrangement and which are not restricted by conflicting neighbouring uses will be better suited to accommodate the growth aspirations and changes in operations of businesses. It is important therefore to determine how well a site meets these various requirements. The following were assessed:

- The style and age of building(s)
- The internal site arrangement
- The neighbouring uses
- Opportunities for expansion of existing operations (only within the site boundary)

- 4.15 A traffic light scoring system was used based on the following criteria:

Buildings:

Modern single storey premises = **GREEN**

Good but older style buildings from which modern business needs can still be accommodated = **AMBER**

Old stock and multiple floors = **RED**

Internal site arrangement:

Excellent internal site configuration allowing for easy manoeuvring of HGV vehicles = **GREEN**

Good site arrangement where HGV movement is not overly restrictive = **AMBER**

Poor site layout where internal site arrangement is limited and restricts the efficient movement of HGV vehicles = **RED**

Neighbouring uses:

No conflicting neighbouring uses = **GREEN**

Moderate risk of conflicting neighbouring use (e.g. small amount of residential in close proximity) = **AMBER**

High risk of conflicting neighbouring uses (e.g. large amount of residential in close proximity) = **RED**

Opportunities for expansion (within existing boundary):

Excellent opportunities for expansion of existing units = **GREEN**

Some limited opportunity to expand existing units = **AMBER**

No expansion opportunities = **RED**

- 4.16 The site description was then given an overall site description score, based on the combination of scores received for the 4 elements assessed above. Possible combinations of these scores and outcomes are listed in **Appendix 1**.

#### Flooding:

- 4.17 Each site was assessed to determine if the site was at risk of flooding, the amount of area within flood risk and the severity of the risk of flooding. A GIS query was run to identify only those ETUAs affected by flooding; a list was produced of ETUA sites falling within the EA flood zone, including the % of site affected by each zone.
- 4.18 A score was then applied to each site, as follows:

Site not within a Flood Zone or expansion land not within a Flood Zone = **GREEN**

Expansion land within Flood Zone 2 or/and 3a = **AMBER**

Expansion land within Flood Zone 3b = **RED**

If a site had no expansion land (scored red for opportunities for expansion under the site description assessment, then it was scored **GREEN**.)

#### Access to motorway junctions (based on distance by road and an assumed average speed of 20 mph):

- 4.19 Proximity to motorway junctions is a key requirement for modern business needs. Each site was assessed to determine how well they met the criteria.
- 4.20 A map layer was generated defining journey-time-based 'catchments' (in Kirklees) to motorway junctions. The average journey time for Kirklees – according to DfT – is 20 mph; therefore the calculation was performed by applying the Kirklees average speed to all roads (20mph). Drive time catchment areas taken from junctions that account for a 5 minutes' drive time and a 10 minutes' drive time were mapped, using the following methodology:
- 4.21 RouteFinder v3.74 network analysis software for Mapinfo was used to calculate the travel times from motorway junctions. The integrated transport network from Ordnance Survey (OS) is a linked network of all roads in the UK and this was used as

the basis for the travel time calculation. This network takes into account turn restrictions and tunnels/bridges. The routing software was not restricted to roads within Kirklees i.e. routes outside of Kirklees were permitted if the route was determined to be the shortest path between the origin and destination.

- 4.22 Once the mapping was completed for all ETUA's a spatial query was run to list all ETUAs falling within either the 5 or 10 minutes' drive time from a motorway junction. The sites were then scored as follows:

Site within 5 minutes' drive time from a motorway junction = **GREEN**

Site within 10 minutes' drive time from a motorway junction = **AMBER**

Sites over 10 minutes' drive time from a motorway junction = **RED**

#### Intermediate Score

- 4.23 Based on the scores for each category (site description, flooding and access to motorway junctions) an intermediate score was given to each site, this score was based on the combination of scores that each site received for each category. Possible combinations of these scores and outcomes are listed in **Appendix 2**.

- 4.24 Following the site analysis and scoring of each site the strengths and weaknesses of the sites in relation to their strategic importance to the district for example, the potential for the site to contribute to the economic objectives of Kirklees and the LCR, was considered. The strengths and weaknesses of the three parts to the district can be summarised as follows:

#### North Kirklees:

- 4.25 North Kirklees is well placed to take advantage of the motorway network, including the M62 and the M1. The area predominantly consists of B2 and B8 uses (general industry and logistics). There are some 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 just off junction 26 and 27 of the M62 provide the most suitable locations for logistic operations, which also benefit from some flat areas of land with little to no constraints in terms of flooding and conflict with neighbouring uses. These areas have been highlighted as being of strategic importance to delivering the overarching economic objectives for Kirklees and the LCR.

#### Huddersfield:

- 4.26 Like the north of the district Huddersfield is well placed to take advantage of its close proximity to the motorway junctions of the M62. Public transport is also strong in the general area with Huddersfield being the main public transport hub for the district both by rail, which is on the Trans-Pennine Rail link, and bus making accessibility to the work force and goods a significant advantage for employers. Huddersfield is the main town of Kirklees and is home to some of the districts

advanced manufacturing companies and creative industries, some of which continue to grow. These industries are of particular significance to the economic priorities for both the LCR and the KES. The topography is generally flat in the area; however, Huddersfield does suffer from flooding especially in areas along the River Colne.

South Kirklees:

- 4.27 The south of the district is significantly different in character to that of Huddersfield and North Kirklees. The South consists of much smaller towns and settlements with larger expanses of green belt in-between. In general, especially to the west, much of the employment stock is formed along the river valley bottoms which suffer from topographical and flooding issues. Although flooding remains an issue to the east topography is generally less problematic.
- 4.28 The textile industry, which characterises much of the employment stock, followed the river corridors. These locations tend to be more isolated to the motorway network and primary public transport corridors. However, it is recognised that successful businesses, particularly in precision engineering, operate successfully in South Kirklees and form an important element to the employment stock of Kirklees.

#### Strategic fit or locally significant site

- 4.29 Each site was then considered and determined against whether it had a strategic fit, in terms of supporting the overall objectives of the economic strategies of the LCR and Kirklees, or (the case of South Kirklees) was locally significant in terms of helping to meet locally arising employment needs.
- 4.30 In the south of the district, the existing stock, although less attractive at a district wide, regional and national level, still has a strong local significance. In view of this the site assessment scores have been less significant, due to the nature and constraints of the stock, in determining sites as PEAs. The main focus in the South has been based on the size of the site, the operations on site, their fit with the economic strategies and the need to support the local economy in areas where employment land is scarce, and the threat of change of use is greatest.
- 4.31 In the north of the district and in Huddersfield there are some well-established business clusters, mainly focused along the A62 corridor in Huddersfield, where there is a significant concentration of existing businesses and is consequently of strategic significance to the councils employment growth aspirations. In North Kirklees, both Dewsbury and Batley are a focus for regeneration. Prioritising employment locations for economic regeneration in the North is supportive of the council's objectives and also maintains its strategic importance to the manufacturing hub of West Yorkshire given its close proximity to the M62 and M1. Links to the Leeds, Manchester and Sheffield City Regions are also of priority importance and therefore support to existing businesses along these connecting corridors is considered to be a priority.

## 5.0 Determining Priority Employment Areas

- 5.1 The assessment of the ETUAs, scoring (identified in chapter four) and the conclusions drawn from national guidance, LCR and KES objectives and the Kirklees Employers' Survey (chapters two and three) formed the basis of determining Priority Employment Areas (PEAs).
- 5.2 It was further considered that pressures on land for employment are different in different parts of Kirklees and these should be factored into the assessment. For example there are areas of the district, especially in the South, where employment land is particularly scarce but has significant value to the local economy. The assessment was therefore extended to take account of local circumstances in Kirklees, Huddersfield and the South.
- 5.3 The starting point for identifying the PEAs was to consider all sites that scored an intermediate score of green. The list was reviewed to determine a sites location, whether it formed part of a business cluster (interconnected businesses which support one another's operations), was of strategic importance to the economic objectives of Kirklees and whether it supported a local employment need. This information was used to help determine if a site was significant to the employment stock.
- 5.4 The same was then carried out for each site that scored amber and red, it was then decided if the ETUA should be accepted or rejected as a PEA. The scoring for every ETUA can be found at **Appendix 3**.
- 5.5 The following is a summary of the key characteristics of the three separate parts of Kirklees and how these helped to influence the identification of the PEAs.

### Huddersfield:

#### Sites scoring a Green rating and identified as a PEA

- 5.6 The A62 corridor represents the main area where there is a significant concentration of existing businesses and is consequently of strategic significance to the councils employment growth aspirations. The importance of this corridor is further supported by the proposed allocation of 46 hectares of employment land at Cooper Bridge - viewed as a natural extension to established business and industry along this route. The A62 also provides good connectivity both east and west of the town due to its strong public transport links allowing for good access to the surrounding workforce. Areas to the north of Huddersfield benefit from good links to the M62 which is key to connecting Huddersfield to the wider city regions.
- 5.7 Employment areas which support these links are important and as such have added weight when being considered. The table below lists sites that are considered to be of strategic importance and/or have scored well during the assessment process:

ETUA Site Ref	PEA Ref	Score	PEA	ETUA Site Ref	PEA Ref	Score	PEA
HD3	HUD3	Green	✓	HD4e	HUD7	Green	✓
HD4b	HUD5	Green	✓	HD30	HUD20	Green	✓
HD4d	HUD6	Green	✓				

Sites scoring a Green rating and not identified as a PEA

5.8 In Huddersfield there were a number of sites scoring Green that were not identified as areas of priority importance. These sites performed less favourably when considered against their proximity to residential areas. HD15 and HD20 scored well but are totally surrounded by residential development, which would result in a potential for conflict with neighbouring uses.

5.9 HD5b is safeguarded as a strategic waste site and has therefore not been identified as a PEA.

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
HD5b	Green	x	HD20	Green	x
HD15	Green	x			

Sites scoring an Amber rating and identified as a PEA

5.10 A large majority of the sites in Huddersfield scored an Amber rating; in these cases it was very important to establish the strategic importance of each site. If it was considered that a site was strategically important and formed part of a business cluster then it was taken forward as a PEA.

5.11 The table below lists the sites within Huddersfield that scored Amber and were taken forward as a PEA. Nearly all these sites (apart from two) are considered to be strategically important (assist in supporting the economic priorities for Kirklees) and form part of a business cluster, or are of local significance. The other sites scored well as they do not lie within a flood zone and have a good internal layout and building quality, but were over 10 minutes' drive time from a motorway junction. These sites scored Amber. It was considered that these two sites, due to their modern units and good internal layout, contributed to the high quality employment stock and should therefore be taken forward as a PEA.

Site Ref (ETUA)	PEA Ref	Score	PEA	Site Ref (ETUA)	PEA Ref	Score	PEA
HD1	HUD1	Amber	✓	HD11	HUD28	Amber	✓
HD2	HUD2	Amber	✓	HD28a	HUD15	Amber	✓
HD4a	HUD4	Amber	✓	HD28b	HUD16	Amber	✓
HD4f	HUD8	Amber	✓	HD29a	KR5	Amber	✓



HD6	HUD10	Amber	√	HD29b	KR6	Amber	√
HD9a	HUD11	Amber	√	HD29c	KR7	Amber	√
HD9c	HUD12	Amber	√	HD29f	HUD19	Amber	√
HD12	HUD13	Amber	√	HD31	HUD21	Amber	√
HD14a	KR1	Amber	√	HD33	HUD23	Amber	√
HD14b	KR2	Amber	√	HD34	HUD24	Amber	√
HD14c	KR3	Amber	√	HD35	HUD25	Amber	√
HD14d	KR4	Amber	√	HD36	HUD26	Amber	√
HD27	HUD14	Amber	√	HD37	HUD27	Amber	√

Sites scoring an Amber rating and not identified as a PEA

- 5.12 The sites that scored Amber that were not identified as a PEA are listed below. All apart from two of these sites were not considered strategically important and therefore were not taken forward as a PEA. The two sites that were considered to be strategically important and were not taken forward as a PEA are HD5a and HD28c. HD5a has an accepted housing and employment option on most of the site and the land left over would not be acceptable as a PEA. HD28c, even though it lies within an existing business cluster, has residential development nearby and the units themselves are older style and the internal layout is considered to be restrictive.

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
HD4c	Amber	x	HD19	Amber	x
HD5a	Amber	x	HD21	Amber	x
HD7	Amber	x	HD22	Amber	x
HD10	Amber	x	HD23	Amber	x
HD13a	Amber	x	HD24	Amber	x
HD13b	Amber	x	HD26b	Amber	x
HD17	Amber	x	HD26c	Amber	x
HD18a	Amber	x	HD28c	Amber	x
HD18c	Amber	x	HD38	Amber	x

South Kirklees:

Sites scoring a Green rating and identified as a PEA

- 5.13 There were no sites that scored a Green rating in South Kirklees that were accepted as a PEA. This was primarily due to sites being more isolated in terms of proximity to motorway junctions and because the sites themselves were of older stock and therefore be less attractive to modern business operations.

Sites scoring a Green rating and not identified as a PEA

- 5.14 Only two sites scored Green in South Kirklees. These sites were not included as a PEA and are listed below. SK39 is a small site consisting of older style single storey units

but scored an overall Green rating due to falling outside of the flood zone and being within 5 minutes of a motorway junction. SK48 is a single employer operating from a site with predominantly open air storage. The operations are not considered to be of strategic significance to the overarching objectives for the Kirklees economy but scored well due to modern buildings, good expansion opportunities and no conflict with neighbouring uses. However, due to the scale of both sites and the relatively low number of jobs likely to be supported the sites are not considered critical to the employment stock and have not therefore been designated as PEAs.

ETUA Site Ref	Score	PEA
SK39	Green	X
SK48	Green	X

#### Sites scoring an Amber rating and identified as a PEA

- 5.15 A number of sites in South Kirklees scored Amber, but have also been considered and identified as PEAs.
- 5.16 Those identified have, like in Huddersfield and the North, close connections with council priorities such as being in close proximity to areas where new employment land is being proposed, where there are some smaller but locally significant business clusters, and in the case of Clayton West, benefiting from being the most accessible point in the South to the M1 motorway. Pressures from change of use, particularly housing, are significant in the South. In view of this, and due to the scarcity of employment land and the need to maintain job opportunities in the area, it was important to ensure sites which play a significant role to the local economy were afforded a greater degree of protection.

ETUA Site Ref	PEA Ref	Score	PEA	ETUA Site Ref	PEA Ref	Score	PEA
SK3a	KR18	Amber	✓	SK17	KR12	Amber	✓
SK3b	KR19	Amber	✓	SK19a	KR13	Amber	✓
SK5	KR22	Amber	✓	SK26a	KR27	Amber	✓
SK7	KR24	Amber	✓	SK27	KR28	Amber	✓
SK8	KR25	Amber	✓	SK31a	KR14	Amber	✓
SK10	KR26	Amber	✓	SK31b	KR15	Amber	✓
SK11	KR8	Amber	✓	SK31c	KR16	Amber	✓
SK12	KR9	Amber	✓	SK32	KR17	Amber	✓
SK13	KR10	Amber	✓	SK45	KR21	Amber	✓
SK14	KR11	Amber	✓				

#### Sites scoring an Amber rating and not identified as a PEA

- 5.17 Like with Huddersfield a number of sites in the South of the district scored Amber and were not taken through to be a PEA. This is because nearly all of them (apart from two), were considered not locally significant and therefore a PEA designation

was not appropriate. Two of the sites were considered locally significant (SK4 and SK23), SK23 has an accepted employment option that covers the whole site and the majority of SK4 is undeveloped and therefore has no qualities that would make it acceptable as a PEA.

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
SK1	Amber	X	SK29	Amber	X
SK2	Amber	X	SK30	Amber	X
SK4	Amber	X	SK35	Amber	X
SK9a	Amber	X	SK37	Amber	X
SK15	Amber	X	SK38	Amber	X
SK16	Amber	X	SK40	Amber	X
SK21a	Amber	X	SK41	Amber	X
SK23	Amber	X	SK42	Amber	X
SK25	Amber	X	SK43	Amber	X
SK28	Amber	X			

#### Site scoring a Red rating and identified as a PEA

- 5.18 There are two instances where sites scored Red following the technical appraisals but have been designated as PEAs. Recognition has been given to the significant role each play in the local economy, and in the case of SK47, the significance of the operations on site to the economic objectives of supporting and enhancing precision engineering. SK46 is home to a number of businesses, including engineering, which collectively provide a number of local employment opportunities. In both instances, the role these sites play in supporting the local and/or wider economy has been recognised as being of significant importance and justifies their safeguarding.

ETUA Site Ref	PEA Ref	Score	PEA	ETUA Site Ref	PEA Ref	Score	PEA
SK46	KR30	Red	√	SK47	KR31	Red	√

#### North Kirklees:

#### Sites scoring a Green rating and identified as a PEA

- 5.19 North Kirklees is home to two of the three major towns 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. Both towns are also on the Trans-Pennine Rail link which provides good access to goods and labour. Prioritising employment locations for economic regeneration in the North is supportive of these objectives and also maintains its strategic importance to the manufacturing hub of West Yorkshire given its close proximity to the M62 and M1. Links to the Leeds, Manchester and Sheffield City Regions are also of significant importance and therefore support to existing businesses along these connecting corridors is considered to be a priority.

5.20 The table below lists each site scoring a green rating and have been identified as a PEA.

ETUA Site Ref	PEA Ref	Score	PEA ETUA	ETUA Site Ref	PEA Ref	Score	PEA
NK9	D&M16	Green	√	NK27	B&S13	Green	√
NK12a	B&S1	Green	√	NK45	D&M1	Green	√
NK15	B&S3	Green	√	NK50	B&S15	Green	√
NK25a	B&S11	Green	√	NK56	B&S16	Green	√
NK25b	B&S12	Green	√				

Sites scoring a Green rating and not identified as a PEA

5.21 In some instances it was not appropriate to protect all sites scoring a Green rating. When considering what sites not to take forward in North Kirklees it was important to take account of the sites size, whether it formed part of a larger business cluster, whether it was on a strategic corridor providing links to the district and the wider city regions and if it was close to existing or proposed residential development.

5.22 Further to the above considerations the following sites were not taken forward because they did not demonstrate these attributes sufficiently to be considered of strategic importance.

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
NK16	Green	x	NK49	Green	x
NK26	Green	x	NK55	Green	x
NK28	Green	x	NK60	Green	x
NK42	Green	x			

Sites scoring an Amber rating and identified as a PEA

5.23 All of these sites were considered to be locally significant and therefore determined as a PEA.

ETUA Site Ref	PEA Ref	Score	PEA	ETUA Site Ref	PEA Ref	Score	PEA
NK2	D&M1	Amber	√	NK19d	B&S7	Amber	√
NK3a	D&M6	Amber	√	NK20b	B&S8	Amber	√
NK3b	D&M7	Amber	√	NK21	B&S9	Amber	√
NK3d	D&M8	Amber	√	NK22	B&S10	Amber	√
NK3e	D&M9	Amber	√	NK30	D&M2	Amber	√
NK5a	D&M11	Amber	√	NK32a	D&M3	Amber	√
NK5b	D&M12	Amber	√	NK32b	D&M4	Amber	√
NK6c	D&M15	Amber	√	NK33	D&M5	Amber	√

NK12b	B&S2	Amber	√	NK48	B&S14	Amber	√
NK17	B&S4	Amber	√	NK59	B&S17	Amber	√
NK18	B&S5	Amber	√	NK62	D&M13	Amber	√
NK19b	B&S6	Amber	√	NK63	D&M14	Amber	√

#### Sites scoring an Amber rating and not identified as a PEA

5.24 Nearly all of the sites (apart from five) were considered not locally significant and therefore not taken forward as a PEA. Of the five that were considered locally significant, NK3c is to be accepted as a Safeguarded Minerals Infrastructure Site and the other five (NK6a, NK6b, NK34a and NK34b) sites are considered to contain older style units and be close to existing residential development. Consequently these have not been designated as a PEA.

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
NK1a	Amber	x	NK23	Amber	x
NK1d	Amber	x	NK24	Amber	x
NK1e	Amber	x	NK26	Amber	x
NK1f	Amber	x	NK29	Amber	x
NK3c	Amber	x	NK32c	Amber	x
NK4	Amber	x	NK34a	Amber	x
NK6a	Amber	x	NK34b	Amber	x
NK6b	Amber	x	NK35	Amber	x
NK7	Amber	x	NK36a	Amber	x
NK8a	Amber	x	NK36b	Amber	x
NK8c	Amber	x	NK38	Amber	x
NK10	Amber	x	NK39a	Amber	x
NK11a	Amber	x	NK39d	Amber	x
NK11b	Amber	x	NK40	Amber	x
NK13	Amber	x	NK43	Amber	x
NK14	Amber	x	NK46	Amber	x
NK19a	Amber	x	NK47	Amber	x
NK19c	Amber	x	NK53	Amber	x
NK20a	Amber	x	NK57	Amber	x
NK20c	Amber	x	NK58	Amber	x
NK20d	Amber	x			

#### Sites scoring a Red rating

5.25 There were no sites scoring Red and taken forward as a PEA in both Huddersfield and North Kirklees, however there were two in South Kirklees (SK46 and SK47). Each site scoring a Red rating has been listed in the tables below.

#### Huddersfield:

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
HD9b	Red	x	HD18b	Red	x

South Kirklees:

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
SK20	Red	x	SK36	Red	x
SK22	Red	x	SK44	Red	x
SK26b	Red	x			

North Kirklees:

ETUA Site Ref	Score	PEA	ETUA Site Ref	Score	PEA
NK1b	Red	x	NK6d	Red	x
NK1c	Red	x	NK8b	Red	x

## **6.0 Conclusion**

- 6.1 In conclusion a total of 87 employment areas were identified and included as Priority Employment Areas.
- 6.2 The majority of these 87 sites scored well against the initial assessment criteria (flooding, accessibility to motorway junctions, site layout etc.) and were assessed overall as Green or Amber. These areas also had further significance due to proposed local authority interventions, such as new land release for employment and transport corridor improvements. The three separate parts of the district have different needs and strengths and have been taken into account as part of the site selection process.
- 6.3 North Kirklees benefits from the greatest number of priority employment areas, a total of 33, primarily due to there being a greater concentration of sites than the rest of the district. The key attributes in North Kirklees includes close proximity to the motorway network, a number of well-established business clusters, new employment land identified in the Local Plan and because it is well placed to take advantage of the strategic corridor linking Kirklees with the wider city regions. Locations along the M62 corridor have also been identified as being of strategic significance to the Leeds City Regions Strategic Economic Plan.
- 6.4 Huddersfield also benefits from much of the same strengths, and although fewer in number, has the largest priority employment area along the A62, Leeds Road Corridor (HUD1).
- 6.5 Although the South does not benefit from the same strengths as Huddersfield and the North, the priority here was to ensure protection to employment land serving a more local need and which has become increasingly more vulnerable to the pressures of change of use. Many of these employment sites were also closely linked to the council's proposed new employment land as identified in the Local Plan or formed a key operation in supporting the overarching objectives for the Kirklees economy.

## Appendix 1

### Site description combination of scores

Buildings	Internal site arrangement	Expansion opportunities	Neighbouring uses	Overall score
GREEN	GREEN	GREEN	GREEN	GREEN
GREEN	GREEN	GREEN	AMBER	GREEN
GREEN	GREEN	AMBER	AMBER	GREEN
GREEN	AMBER	AMBER	AMBER	AMBER
AMBER	AMBER	AMBER	AMBER	AMBER
AMBER	GREEN	GREEN	GREEN	GREEN
AMBER	AMBER	GREEN	GREEN	AMBER
GREEN	AMBER	GREEN	GREEN	GREEN
GREEN	GREEN	GREEN	RED	AMBER
GREEN	GREEN	RED	RED	AMBER
GREEN	RED	RED	RED	RED
RED	RED	RED	RED	RED
RED	GREEN	GREEN	GREEN	AMBER
RED	RED	GREEN	GREEN	RED
AMBER	AMBER	AMBER	RED	AMBER
AMBER	AMBER	RED	RED	RED
AMBER	RED	RED	RED	RED
GREEN	GREEN	AMBER	RED	AMBER
GREEN	GREEN	RED	AMBER	AMBER
GREEN	AMBER	AMBER	RED	AMBER
GREEN	AMBER	RED	RED	AMBER
GREEN	RED	RED	RED	RED
AMBER	RED	GREEN	GREEN	AMBER
AMBER	GREEN	AMBER	AMBER	AMBER
AMBER	AMBER	RED	AMBER	AMBER
RED	GREEN	GREEN	RED	AMBER
GREEN	GREEN	AMBER	GREEN	GREEN
GREEN	AMBER	RED	AMBER	AMBER
AMBER	GREEN	GREEN	AMBER	AMBER
RED	RED	AMBER	AMBER	RED
AMBER	GREEN	AMBER	RED	AMBER
AMBER	AMBER	GREEN	AMBER	AMBER
AMBER	GREEN	GREEN	RED	AMBER
RED	GREEN	GREEN	AMBER	AMBER
GREEN	RED	GREEN	GREEN	AMBER
AMBER	RED	RED	AMBER	RED
AMBER	RED	AMBER	GREEN	AMBER
RED	AMBER	GREEN	AMBER	AMBER



RED	GREEN	AMBER	AMBER	AMBER
AMBER	GREEN	AMBER	GREEN	AMBER
RED	GREEN	AMBER	GREEN	AMBER
AMBER	AMBER	RED	GREEN	AMBER
GREEN	AMBER	RED	GREEN	GREEN
RED	AMBER	AMBER	AMBER	AMBER
AMBER	AMBER	AMBER	GREEN	AMBER
AMBER	RED	AMBER	AMBER	AMBER
AMBER	AMBER	GREEN	RED	AMBER
RED	AMBER	AMBER	RED	AMBER
GREEN	GREEN	RED	GREEN	GREEN
RED	AMBER	AMBER	GREEN	AMBER
RED	RED	RED	AMBER	RED

## Appendix 2

### Intermediate scores

Site description	Flooding	Motorway	Intermediate score
GREEN	GREEN	GREEN	GREEN
GREEN	GREEN	GREEN	GREEN
GREEN	GREEN	AMBER	GREEN
GREEN	GREEN	AMBER	GREEN
GREEN	GREEN	RED	AMBER
GREEN	GREEN	RED	AMBER
GREEN	AMBER	AMBER	AMBER
GREEN	AMBER	AMBER	AMBER
GREEN	AMBER	RED	AMBER
GREEN	AMBER	RED	AMBER
GREEN	AMBER	GREEN	GREEN
GREEN	AMBER	GREEN	GREEN
GREEN	RED	RED	RED
GREEN	RED	RED	RED
GREEN	RED	AMBER	AMBER
GREEN	RED	AMBER	AMBER
GREEN	RED	GREEN	AMBER
GREEN	RED	GREEN	AMBER
AMBER	AMBER	AMBER	AMBER
AMBER	AMBER	AMBER	AMBER
AMBER	AMBER	GREEN	AMBER
AMBER	AMBER	GREEN	AMBER
AMBER	AMBER	RED	AMBER
AMBER	AMBER	RED	AMBER
AMBER	GREEN	GREEN	GREEN
AMBER	GREEN	GREEN	GREEN
AMBER	GREEN	AMBER	AMBER
AMBER	GREEN	AMBER	AMBER
AMBER	GREEN	RED	AMBER
AMBER	GREEN	RED	AMBER
AMBER	RED	RED	RED
AMBER	RED	RED	RED
AMBER	RED	GREEN	AMBER
AMBER	RED	GREEN	AMBER
AMBER	RED	AMBER	AMBER
AMBER	RED	AMBER	AMBER
RED	RED	RED	RED
RED	RED	RED	RED
RED	RED	GREEN	RED

RED	RED	GREEN	RED
RED	RED	AMBER	RED
RED	RED	AMBER	RED
RED	GREEN	GREEN	AMBER
RED	GREEN	GREEN	AMBER
RED	GREEN	AMBER	AMBER
RED	GREEN	AMBER	AMBER
RED	GREEN	RED	RED
RED	GREEN	RED	RED
RED	AMBER	AMBER	AMBER
RED	AMBER	AMBER	AMBER
RED	AMBER	RED	RED
RED	AMBER	RED	RED
RED	AMBER	GREEN	AMBER
RED	AMBER	GREEN	AMBER

## **Appendix 3**

### Site assessment and scoring

## Priority Employment Areas

### Huddersfield

ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
HD1	HUD1	AMBER	GREEN	GREEN	GREEN	Large site bounded by the River Colne to the north, Dalton Bank Road to the east, Long Lane to the south and urban greenspace/POL to the west. Site consists of aging to modern buildings but of specialist design - all form part of Dalton Works. Significant opportunity for expansion to the south.	GREEN	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Good site in industrial area, opportunities for expansion.	ACCEPT
HD2	HUD2	AMBER	GREEN	AMBER	GREEN	Small site accessed from round-about on Bradley Mills Rd. Site Primarily consists of ageing industrial units with more modern premises to the south west corner - majority single storey and suitable for modern needs. Mill building listed, internal access is good with minor opportunities for expansion.	AMBER	GREEN	Expansion land not predominantly within Flood Zone	AMBER	AMBER	Yes	Good site in industrial area, opportunities for expansion.	ACCEPT
HD3	HUD3	GREEN	GREEN	GREEN	AMBER	Site directly accessed from A6107. Modern layout with very modern single storey industrial unit and modern B1 office developments. Ample opportunity for expansion and new development. Neighbouring uses are some residential to the south and Urban Greenspace - minor potential for conflict with neighbouring uses.	GREEN	GREEN	Site not within a Flood Zone	GREEN	GREEN	No	Modern business park, good access to motorway.	ACCEPT
HD4a	HUD4	AMBER	GREEN	GREEN	GREEN	Site mainly consists of modern single storey industrial units, with a few older style mill buildings, no significant constraints to further development. Room for new development and expansion.	GREEN	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Modern single storey units.	ACCEPT
HD4b	HUD5	GREEN	GREEN	AMBER	GREEN	Site consists of modern single storey industrial units - all form part of Mama's and Papa's. Some limited opportunity for expansion, good internal layout and no conflicting neighbouring uses.	GREEN	GREEN	Expansion land not within a Flood Zone	AMBER	GREEN	Yes	Modern single storey units with room for expansion .	ACCEPT
HD4c		RED	GREEN	AMBER	GREEN	Site consists of old style mill buildings with multiple floors and older style more modern buildings. Internal site layout is good allowing for easy manoeuvring of HGV's. No conflicting neighbouring uses and some limited opportunities for expansion.	AMBER	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	No	Detached from strategic area, older style units.	REJECT
HD4d	HUD6	GREEN	GREEN	GREEN	GREEN	Long linear site, consisting of modern single storey industrial units, no significant constraints to further development. Room for new development and expansion.	GREEN	GREEN	Expansion land not predominantly within Flood Zone	AMBER	GREEN	Yes	Modern single storey site with no neighbouring conflicts.	ACCEPT
HD4e	HUD7	GREEN	GREEN	AMBER	GREEN	Large site consisting of modern single storey industrial units. There is limited opportunity for expansion and a good internal layout allowing for easy movement of HGV's. No conflicting neighbouring uses.	GREEN	GREEN	Site not within a Flood Zone	AMBER	GREEN	Yes	Large site with modern single storey units, no neighbouring conflicts.	ACCEPT
HD4f	HUD8	GREEN	GREEN	AMBER	GREEN	Site consists of modern single storey industrial units. Good internal layout with limited room for expansion. No conflicting neighbouring uses.	GREEN	AMBER	Expansion land in Flood Zone 2	AMBER	AMBER	Yes	Large modern units.	ACCEPT
HD5a		AMBER	GREEN	GREEN	RED	Large site predominantly vacant land - excellent expansion opportunities. Internal site arrangement is good. Residential to the north, south and west - high risk of conflicting uses.	AMBER	GREEN	The majority of expansion land is outside of Flood Zone 2	AMBER	AMBER	Yes	Accepted housing and employment option on most of the site.	REJECT
HD5b		GREEN	AMBER	GREEN	GREEN	Large site predominantly vacant land - excellent expansion opportunity. The Broad Canal runs along the southern edge. Modern industrial premises to southern point. Internal site arrangement has not really been established but is good where present to serve existing units.	GREEN	GREEN	Expansion land not within a Flood Zone	AMBER	GREEN	Yes	Large site with excellent expansion opportunities. Strategic Waste site.	REJECT

ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
HD6	HUD10	AMBER	AMBER	RED	AMBER	Predominantly older industrial units with more modern premises to the north. All appear to be single storey and suitable for modern needs. Internal access appears to be good. No potential conflict with neighbouring uses. No opportunities for expansion.	AMBER	GREEN	No expansion land within the site	AMBER	AMBER	Yes	Older units located on the site and within close proximity to residential - strategic location.	ACCEPT
HD7		AMBER	AMBER	AMBER	AMBER	Site accessed from B road to the south. Main warehouse appears to be modern with some older units further south. Internal access adequate but there is potential for conflict with some residential. Minor opportunities for expansion.	AMBER	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	No	Older units located on the site and within close proximity to residential.	REJECT
HD9a	HUD11	AMBER	AMBER	AMBER	AMBER	This area consists of old mill buildings, some are Listed and some newer more modern buildings. Internal access is good in places and there is some limited potential for expansion. Some residential neighbouring the site but risk of conflict is minimal.	AMBER	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Average site with good strategic location.	ACCEPT
HD9b		AMBER	RED	RED	AMBER	This site consists of older style buildings, the internal layout is poor and HGV movement is restricted. There is hardly any opportunity for expansion. Neighbouring uses are good with only a small amount of residential.	RED	GREEN	No expansion land within the site	RED	RED	Yes	Older units with no expansion opportunities, separated from industrial cluster.	REJECT
HD9c	HUD12	GREEN	AMBER	RED	GREEN	Site largely consists of modern single storey industrial units. Good internal site arrangement allowing for HGV movement. No opportunities for expansion and no conflict with neighbouring uses.	GREEN	GREEN	No expansion land within the site	RED	AMBER	Yes	Modern units, located within a strategic location.	ACCEPT
HD10		RED	AMBER	AMBER	AMBER	Site accessed by two minor roads. Some buildings listed and site generally contains old warehouses - single storey - and mills - mixed potential for modern needs. Premises are generally medium sized. Internal access is adequate. Residential to the north west of the site but minimal risk of conflict. Site contained by green belt but some expansion opportunity within and to the west of the site.	AMBER	GREEN	Over 50% of the site falls outside Flood Zone 2 and 3	RED	AMBER	No	Older warehouse units, not good access to motorway.	REJECT
HD11	HUD28	GREEN	GREEN	GREEN	GREEN	Site includes a listed mill to the north however site has been reconfigured in recent years which has seen the demolition of older stock and the introduction of modern industrial units which meet the needs of 21st century operations. Internal site arrangement is good for HGV access and there remains some opportunity for further expansion. No conflicting neighbouring uses.	GREEN	AMBER	Small portion of site located within Flood Zone 3b with the rest of the site within Flood Zone 3a. All the vacant land is affected and would require a sequential test.	RED	AMBER	No	Expansion land located within Flood Zone 3b. Listed mill - in operation - on site. Recently reconfigured which has seen the demolition of older stock and replaced with new units home to precision engineering companies. Important to the Kirklees economy	ACCEPT
HD12	HUD13	AMBER	GREEN	AMBER	GREEN	Site consists of single storey premises, some of older stock and some more modern. Internal site arrangement is good allowing for the efficient movement of HGV's. Opportunities exist for a moderate degree of expansion and there is little risk with conflicting neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	RED	AMBER	No	Good site, single storey units with good access to the motorway. No neighbouring conflicts.	ACCEPT

ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
HD13a		AMBER	AMBER	AMBER	AMBER	A mixture of old and new single storey industrial units, internal arrangement is tight but can accommodate some HGV use. Site does not immediately adjoin any residential areas but residential is close by. Limited opportunities for expansion.	AMBER	AMBER	The majority of the site falls within Flood Zone 3 although vacant land would not be affected, this may limit some elements of expansion in the future and would require a sequential test for future development.	AMBER	AMBER	No	Small site, old units, limited opportunities for expansion.	REJECT
HD13b		AMBER	AMBER	AMBER	GREEN	A mixture of old and new single storey industrial units, internal arrangement is tight but can accommodate some HGV use. No conflict with neighbouring uses. Limited opportunities for expansion.	AMBER	AMBER	The majority of the site falls within Flood Zone 3 although vacant land would not be affected as the site is crowded and predominantly developed.	AMBER	AMBER	No	Older units located within the site, limited opportunities for expansion.	REJECT
HD14a	KR1	AMBER	AMBER	AMBER	AMBER	Site consists of old style mill buildings with multiple floors and older style more modern buildings. Internal site layout is good allowing for easy manoeuvring of HGV's. Some limited opportunities for expansion. Residential to the south east and south west - potential for conflicts.	AMBER	GREEN	Expansion land not within a Flood Zone	AMBER	AMBER	Yes	Average site with good strategic location.	ACCEPT
HD14b	KR2	GREEN	GREEN	GREEN	RED	Site consists of modern single storey industrial buildings, with good internal layout. Residential to the south and plenty of opportunity for expansion.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	Yes	Close to residential, but good strategic location, part of wider cluster of sites.	ACCEPT
HD14c	KR3	RED	GREEN	GREEN	AMBER	A long linier site dissected by Britannia Road, consisting of older style stone mill buildings some with multiple floors. New residential development to the north of the site - some potential for conflict. Good internal layout for HGV's and room for expansion.	AMBER	GREEN	Over 50% of the site falls outside Flood Zone 2 and 3	AMBER	AMBER	Yes	Older units however in a good strategic location, part of a cluster of strategically important sites.	ACCEPT
HD14d	KR4	AMBER	GREEN	AMBER	GREEN	A long linier site, mainly consists of older style single storey industrial units with some some 2 storey buildings - ok for modern business. Some limited room for expansion to the west end of the site and good internal layout for HGV movement.	AMBER	GREEN	Over 50% of the site falls within Flood Zone 2. No vacant land is impacted as the site is crowded and well developed.	AMBER	AMBER	Yes	No neighbouring conflicts, good strategic site.	ACCEPT
HD15		AMBER	AMBER	GREEN	RED	Eastern area contains a modern industrial unit and older premises exist to the rear of this. Internal site arrangement is good at the entrance to the modern unit but poor within the older area. Opportunities for expansion exist. Strong presence of residential in the surrounding area, potential for conflicting uses.	AMBER	GREEN	Expansion land not within a Flood Zone	GREEN	GREEN	No	Close proximity to residential.	REJECT





ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
HD26a		Site lost to an accepted urban greenspace site												
HD26b		AMBER	AMBER	RED	AMBER	The site is a mix of old and more recent industrial units - all single storey. Internal site arrangement is a little limited restricting HGV movement. No real potential for further expansion within the site. Surrounding area is generally residential - some potential for conflict with neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	RED	AMBER	No	No expansion opportunities, poor access to motorway.	REJECT
HD26c		AMBER	RED	AMBER	AMBER	Site is a mix of old and more recent industrial units - all single storey. Internal site arrangement is a little restrictive - HGV's may find it difficult to manoeuvre. Some potential for further expansion within the site. Surrounding area is generally residential - some potential for conflict with neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	RED	AMBER	No	No expansion opportunities, poor access to motorway.	REJECT
HD27	HUD14	GREEN	GREEN	GREEN	AMBER	Large employment area that is mainly characterised by large modern single storey industrial units. South eastern extent forms part of the Sygenta site and is made up of specialist units. Internal site arrangement is good allowing for the efficient movement of HGV's. There is limited potential for conflict with neighbouring uses with the exception of the residential area along Springbank Road. There are a number of expansion opportunities within the site.	GREEN	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Good Site located within a strategic location. Modern units.	ACCEPT
HD28a	HUD15	GREEN	GREEN	RED	GREEN	Sliver Street - industrial estate and business park. Some large modern single storey industrial units and some smaller modern units. Internal site arrangement is good allowing for efficient movement of HGV's. No real opportunities for expansion. No issues with neighbouring uses.	GREEN	GREEN	No expansion land within the site	RED	AMBER	Yes	Well used site with large modern units.	ACCEPT
HD28b	HUD16	GREEN	GREEN	GREEN	GREEN	Large employment area that is mainly characterised by large modern single storey industrial units. Part of the area is now in use for car sales and other parts form part of the former gas works - risk of contamination. Internal site arrangement is good allowing for the efficient movement for HGV's and there are some good opportunities for expansion. No issues with neighbouring uses.	GREEN	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Large site with modern single storey units.	ACCEPT
HD28c		AMBER	AMBER	AMBER	AMBER	Site consists of older style single storey industrial units and some new modern units. Internal site arrangement is adequate - HGV movement is not overly restrictive. There are some opportunities for expansion. Some residential to the east of the site - potential for limited conflict.	AMBER	GREEN	Expansion land not within Flood Zone	AMBER	AMBER	Yes	Older units with some residential within close proximity.	REJECT
HD29a	KR5	GREEN	AMBER	RED	RED	Small compact industrial area, consisting of single storey industrial units. Internal layout is adequate - could be restrictive for HGV movement. Compact site so no opportunities for expansion. Surrounded by residential so significant chance of conflict.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	Yes	Locally significant site.	ACCEPT
HD29b	KR6	AMBER	RED	RED	AMBER	Old small single storey units and old mill style some buildings with multiple floors. Compact site - very difficult for HGV's to manoeuvre. No room for expansion. A small amount of residential within the vicinity of the site - some potential for conflict.	RED	GREEN	No expansion land within the site	AMBER	AMBER	Yes	No expansion opportunities, however locally significant to the area.	ACCEPT
HD29c	KR7	AMBER	AMBER	AMBER	AMBER	Large employment area which mainly consists of large modern single storey industrial units. Victorian warehouses are dotted throughout the area, majority of which appear to be in use. Internal site arrangements vary from good in the western extent to a more compact layout in the eastern extent. Surrounding area is generally residential increasing the potential for conflict with neighbouring uses. Some expansion opportunities centrally within the site.	AMBER	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Average site, but locally significant.	ACCEPT
HD29d	HUD17	RED	AMBER	AMBER	GREEN	Long site sandwiched between Huddersfield Narrow Canal and the River Colne. Multi storey stone mill building and old single storey buildings. Some room for expansion. No conflict with neighbouring uses. Good access areas for HGV's.	AMBER	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Locally significant site.	ACCEPT

ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
HD29e	HUD18	AMBER	RED	AMBER	AMBER	Site comprises a mixture of old stock - stone mill buildings with multiple floors and some single storey industrial units and stone buildings suitable for modern business needs and some outside storage space. Some opportunities for expansion, internal layout is poor - good access road but internally HGV movement is restricted. A small amount of residential to the north - minor potential for conflict.	AMBER	AMBER	Some expansion land is within Flood Zone 2	AMBER	AMBER	Yes	Locally significant site.	ACCEPT
HD29f	HUD19	AMBER	RED	RED	RED	Small site dissected by Manchester Road, consisting of a mixture of modern single storey industrial units and older style units. There are no expansion opportunities within the site due to its compact nature. This layout is also a problem for HGV's as movement is restricted. A large residential area lies to the south of the site - significant potential for conflict.	RED	GREEN	No expansion land within the site	AMBER	AMBER	Yes	Locally significant site.	ACCEPT
HD30	HUD20	GREEN	GREEN	AMBER	GREEN	Small site, consisting modern style single storey industrial units. Internal site arrangement is good allowing for the efficient movement of HGV's and there are some opportunities for expansion. No issues with neighbouring uses.	GREEN	GREEN	Site not within a Flood Zone	GREEN	GREEN	No	Modern units with good internal site layout. Within close proximity to motorway.	ACCEPT
HD31	HUD21	AMBER	RED	RED	RED	Site consists of mainly single storey stone and more modern industrial units. Compact site with no real room for expansion and internal site arrangement is poor making it difficult for HGV's to manoeuvre. Surrounded by residential - significant potential for conflict.	RED	GREEN	Site not within a Flood Zone	GREEN	AMBER	Yes	Compact site with no expansion opportunities. Residential surrounds the site.	ACCEPT
HD32	HUD22	GREEN	GREEN	GREEN	AMBER	Site consists of large modern single storey industrial units and a large proportion of vacant land. Excellent opportunities for expansion within the site. Excellent internal layout allowing for easy HGV manoeuvring. Some residential nearby - some potential for conflict.	GREEN	GREEN	The majority of expansion land is not within a Flood Zone	RED	AMBER	No	Modern units with room for expansion.	ACCEPT
HD33	HUD23	GREEN	GREEN	RED	RED	Small site in a rural location, consists of modern industrial unit and some offices. Excellent internal layout allowing for HGV movement. No real room for expansion. Residential to the north and south - significant potential for conflict.	AMBER	GREEN	No expansion land within the site	RED	AMBER	Yes	Locally significant site.	ACCEPT
HD34	HUD24	AMBER	AMBER	RED	AMBER	Mixture of single storey and multiple storey old style industrial buildings. Good access and internal layout for HGV's. No room for expansion. Large residential area to the west - potential for conflict.	AMBER	GREEN	No expansion land within the site	AMBER	AMBER	Yes	Large industrial area located within a strategic location.	ACCEPT
HD35	HUD25	AMBER	RED	RED	AMBER	Site mainly consists of older mill buildings. High density development, internal site arrangement is limited and restricts the efficient movement of HGV's. There doesn't seem to be any opportunities for expansion. Residential exists to the west of the site - minor potential for conflict.	RED	GREEN	No expansion land within the site	AMBER	AMBER	Yes	Large employment area which is well used, close to the town centre.	ACCEPT
HD36	HUD26	AMBER	RED	RED	AMBER	Mainly older single storey mill buildings with a poor internal arrangement restricting the efficient movement of HGV's. With no real opportunities for expansion. Residential exists to the north of the site - minor potential for conflict.	RED	GREEN	No expansion land within the site	AMBER	AMBER	Yes	Locally significant site.	ACCEPT
HD37	HUD27	GREEN	GREEN	AMBER	GREEN	Small site sandwiched between the River Colne and the Narrow Canal. Older style industrial buildings - good for modern business needs. Good layout allowing for HGV movement. Small opportunity for expansion. No conflicting neighbouring uses.	GREEN	AMBER	Expansion land within Flood Zone 2 and 3a	AMBER	AMBER	Yes	Locally significant site.	ACCEPT
HD38		RED	RED	RED	AMBER	Site consists of old style stone mill buildings with multiple floors. Very poor internal layout which doesn't allow for HGV's manoeuvring. Some residential to the south of the site, no opportunities for expansion.	RED	GREEN	No expansion land within the site	AMBER	AMBER	No	Older units with no expansion opportunities.	REJECT

## Priority Employment Areas

### North Kirklees

Site Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
NK2	D&M1	AMBER	AMBER	AMBER	AMBER	Large site comprising a mixture of old and modern units. The site is bound by the River Calder to the west, retail (ASDA store) to the north, recreational ground and residential area to the east and south. There is limited space for HGV movement within the site boundary. There is limited space for future expansion of existing industrial units to the south of the site. May be restricted by proximity to properties off Savile Road.	AMBER	AMBER	Expansion land located within Flood Zone 2 & 3a	RED	AMBER	Yes	Large site with some modern units. Strategic fit.	ACCEPT
NK3a	D&M6	AMBER	AMBER	RED	AMBER	Large site comprising old and new industrial units. The site is bound by the River Calder from north to south and residential properties along the western boundary. The buildings further to the north across the river are industrial and business. HGV access is ample by Mill St East which runs through the site. HGV movement is somewhat limited at the older units where parking and turning would be restricted. Most units have cluttered associated surrounding space. There are no visible opportunities for expansion of existing units within the site boundary.	AMBER	GREEN	There are no opportunities for expansion within the site.	RED	AMBER	Yes	Large employment site, well used and functional. Strategic fit.	ACCEPT
NK3b	D&M7	GREEN	AMBER	AMBER	AMBER	Small site comprising semi-modern industrial and business units. Bounded by the River Calder to the East and Calder and Hebble Navigation to the west. Residential properties further beyond the canal to the west. The units are relatively close together which reduces HGV movement, although this would still be possible adjacent to some units with less cluttered amenity space. There appears to be very limited opportunities for further expansion of existing units given the confined layout of the site.	AMBER	AMBER	Expansion land located within Flood Zone 3a	RED	AMBER	Yes	Modern units, strategic fit, well used site.	ACCEPT
NK3d	D&M8	GREEN	GREEN	GREEN	AMBER	Large site with mixture of large and small individual units. Excellent space for HGV movement and room for expansion of existing units particularly mid-site. Residential properties bound the whole western boundary of the site. The rest of the surrounding area is mainly industrial and business uses with the Calder and Hebble navigation to the far east.	GREEN	GREEN	Majority of expansion land located outside of Flood Zones. Small area to the south located in Flood Zone 2.	RED	AMBER	Yes	Strategic site, large, modern units, room for expansion.	ACCEPT
NK3e	D&M9	GREEN	GREEN	GREEN	GREEN	Large site of modern industrial building bound by the Calder and Hebble Navigation to the west; fields to the east and industrial uses to the north and south. Opportunity for some expansion to the north of the site. Ample accommodation for HGV traffic surrounding buildings and on access through road.	GREEN	GREEN	Expansion land not located within Flood Zone.	RED	AMBER	Yes	Excellent site, large modern units, strategic site.	ACCEPT
NK5a	D&M11	GREEN	GREEN	GREEN	AMBER	Large industrial site, comprising modern single storey industrial units and some older stone single storey buildings. Excellent internal layout, east movement for HGV's. Residential to the south of the site - potential for conflict. Good opportunities for expansion.	GREEN	AMBER	Expansion land located within Flood Zone 2 & 3a.	RED	AMBER	Yes	Strategic site, large, modern units, room for expansion.	ACCEPT

NK5b	D&M12	AMBER	GREEN	GREEN	GREEN	The site comprises a cluster of semi-modern small to medium industrial and business units. The appearance is quite cluttered with a large space for HGV access and turning to the west. The site is bound by the River Calder to the south and Air and Calder Canal to the north. Industrial uses surround the site.	GREEN	AMBER	Expansion land located within Flood Zone 2 & 3a.	RED	AMBER	Yes	Large strategic site, good room for expansion, no conflicting uses.	ACCEPT
NK6c	D&M15	AMBER	AMBER	AMBER	AMBER	Site includes accepted employment area. The site comprises a mixture of old and new industrial and business units. The southern part of the site appears to be the most modern section, with buildings that are relatively well spaced out which allows for vehicular movement, there is excellent space for expansion. The northern extent is more cluttered with limited room for HGV movement and expansion. The site is bound by the railway to the west and River Calder to the east. Residential properties are situated to the south of Thornhill Road.	AMBER	AMBER	Expansion land located within Flood Zone 2 & 3a	RED	AMBER	Yes	Good strategic location, modern units	ACCEPT
NK9	D&M16	GREEN	GREEN	AMBER	AMBER	Large site with a number of new mid to sizeable industrial units. Excellent movement for HGVs. Limited space for expansion. Resi properties to the north off Leeds Road, Owl Lane to the east and Rumble Road to the south west.	GREEN	GREEN	Site not located within a Flood Zone.	AMBER	GREEN	Yes	Large strategic site with large units.	ACCEPT
NK12a	B&S1	GREEN	GREEN	AMBER	AMBER	Large site of modern industrial and business units. Good layout to accommodate HGV movement through the site through access roads and manoeuvring outside units. There are small pockets of land that could accommodate expansion, however this could be affected by the proximity of residential properties to the south at Grange Road.	GREEN	GREEN	Site not located within a Flood Zone.	AMBER	GREEN	Yes	Large site, modern units, strategic fit.	ACCEPT
NK12b	B&S2	GREEN	GREEN	AMBER	AMBER	Large site of modern industrial and business units. Good layout to accommodate HGV movement through the site through access roads and manoeuvring outside units. There are small pockets of land that could accommodate expansion, however this could be affected by the proximity of residential properties to the south off Bromley Road.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	Yes	Large site, modern units, strategic fit.	ACCEPT
NK15	B&S3	GREEN	GREEN	GREEN	AMBER	Large modern site with ample room for HGV manoeuvring and capacity for expansion of existing units. Residential properties located to the west and south and retail park to the north east.	GREEN	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	Yes	Large site, modern units, well used. Strategic.	ACCEPT
NK17	B&S4	GREEN	AMBER	AMBER	AMBER	Large site containing sizeable modern industrial units. As the site is modern, there is ample space for HGV movement, although this is restricted to the north of the site. There appear to be some available spaces to expand existing units although this would be restricted to the north. Open land bounds the site to the south and residential properties to the north west, north and east. The properties are separated from the industrial area by main roads.	AMBER	AMBER	Some expansion land located within Flood Zone 2 & 3a.	GREEN	AMBER	No	Large site modern units, close to motorway.	ACCEPT
NK18	B&S5	AMBER	GREEN	AMBER	AMBER	Large site containing old industrial warehouses. Excellent space for HGV movement but limited room for expansion given the amount of development currently on site. Residential properties bound the site at Vernon Road to the north and Cook Lane to the east. Algernon Firth Park is located to the south and industrial uses beyond that.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Large Site well used, accessible to motorway.	ACCEPT
NK19b	B&S6	AMBER	AMBER	AMBER	AMBER	Large site accommodating a composition of old and modern units. The more modern extent to the south of the site has ample space for HGV movement whereas the older extent to the north is very limited in space surrounding the units. There would be some capacity to expand existing units in the southern part of the site however expansion would be restricted by residential properties to the north and north east. There are open fields and woodland along the southern and eastern boundaries of the site.	AMBER	GREEN	Expansion land not located within a Flood Zone	RED	AMBER	No	Large site, well established units, meets modern day operations.	ACCEPT

NK19d	B&S7	GREEN	GREEN	GREEN	AMBER	A long shaped site containing well spaced out modern buildings. This allows for excellent space for vehicle movement and accommodation for future expansion within the site boundary. The site is bound by residential properties to the west at Beehive Court and industrial land is situated to the south.	GREEN	AMBER	Expansion Land located within Flood Zone 2 & 3a	RED	AMBER	No	Modern buildings, successful business park.	ACCEPT
NK20b	B&S8	AMBER	GREEN	AMBER	AMBER	Large site containing older industrial warehouses. Excellent space for HGV movement but limited room for expansion given the amount of development currently on site. Residential properties bound the site at James Street to the south. Industrial uses surround the remainder of the site.	AMBER	AMBER	Expansion land located in Flood Zone 2.	AMBER	AMBER	No	Larger site, meets modern needs. Reasonable access to motorway.	ACCEPT
NK21	B&S9	GREEN	GREEN	AMBER	AMBER	Large site containing modern industrial units. Good layout to accommodate HGV movement and some expansion opportunities are visible to the west and east. Residential properties to the south east. Industrial land to the east and north.	GREEN	AMBER	Expansion land located within Flood Zone 2.	AMBER	AMBER	No	Large employment site, modern business premises.	ACCEPT
NK22	B&S10	GREEN	AMBER	GREEN	AMBER	Large, long site which accommodates modern industrial units. The layout would allow for good HGV movement although this would be restricted to the north of the site. Excellent opportunities for expansion centrally within the site. Large residential estate located to the west, resi to the north at Weavers Croft and sports fields to the south and east.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Large site with modern units.	ACCEPT
NK25a	B&S11	AMBER	AMBER	RED	AMBER	This large site comprises old industrial units to the east and sizeable modern units to the west. The eastern old area is cluttered and would have poor access and mobility accommodation for HGVs. The modern western area has been design to allow for good HGV movement on ancillary roads within the site. Expansion potential is limited throughout the site. The only resi proepried are to the east off Oak Road and Marsland Crescent to the south although the busy A58 separates the site from Marsland Ct.	AMBER	GREEN	No expansion land located within the site.	GREEN	GREEN	Yes	Large site, with modern units. Close to motorway - strategic fit.	ACCEPT
NK25b	B&S12	GREEN	GREEN	AMBER	AMBER	Large site with modern industrial units. Good access and space for movement of HGVs. Potential for expansion of existing units. Some surrounding residential properties.	AMBER	GREEN	Expansion land not located within a Flood Zone	GREEN	GREEN	Yes	Large site, with modern units. Close to motorway - strategic fit.	ACCEPT
NK27	B&S13	GREEN	GREEN	AMBER	RED	Small site with large modern industrial warehouse. Good HGV movement. Limited space for expansion. Residential properties to the north, west and south.	AMBER	GREEN	Expansion land not located within a Flood Zone	GREEN	GREEN	Yes	Strategic site - modern units.	ACCEPT
NK30	D&M2	GREEN	GREEN	AMBER	AMBER	Large site with modern style industrial warehouses and buildings. Good access and there is ample room for HGV movements particularly in the middle of the site. There are expansion opportunities apart from the north of the site where buildings are in close proximity. The River Calder bounds the south of the site and residential properties off Huddersfield Road to the north.	GREEN	AMBER	Expansion land is located within Flood Zone 2 and 3a.	AMBER	AMBER	No	Large site, well established, modern units, no constraints. Good access to the motorway.	ACCEPT
NK32a	D&M3	GREEN	GREEN	AMBER	GREEN	Small site with large modern style industrial warehouses. There is good access and manouvering space for HGVs. Room for some expansion to the west of the site although this would lose an area of greenspace within the site. The site is bound to the north by the canal and railway to the south.	GREEN	AMBER	Expansion land is located within Flood Zone 3a.	RED	AMBER	No	Site with large modern units and good expansion land.	ACCEPT
NK32b	D&M4	AMBER	AMBER	AMBER	GREEN	Small site with mixture of old and modern style industrial warehouses. There is good access but limited mobility space for HGVs, room for some expansion. The site is bound to the north by the canal and railway to the south.	AMBER	AMBER	Expansion land is located within Flood Zone 2 and 3a.	AMBER	AMBER	No	Located along small industrial corridor	ACCEPT
NK33	D&M5	GREEN	GREEN	GREEN	GREEN	Modern industrial site with plan machinery on the forecourt. Ample space for HGV movement and for expansion in the future. Set back from the highway and far from sensitive receptors.	GREEN	AMBER	Expansion land is located within Flood Zone 3a, with a small element located within 2.	RED	AMBER	No	Located along small industrial corridor	ACCEPT

NK45	D&M1	GREEN	AMBER	AMBER	GREEN	Large modern single storey industrial units. Internal site arrangement is adequate for HGV's but access is difficult. Limited opportunity for expansion within the site. Little risk of potential conflict with residential area.	GREEN	AMBER	Expansion opportunities located within flood zone 2 & 3a	GREEN	GREEN	Yes	John Cottons, large modern site, well used.	ACCEPT
NK48	B&S14	AMBER	GREEN	GREEN	AMBER	The southern portion of the site -starting at Back Station Road - slopes up in a northerly direction. Large area of car parking and road is narrow to begin with and cobbled. Station Road includes a former textile mill (now converted in to offices) but is also part demolished (expansion opportunity). Area is generally flat with more converted mill buildings - predominantly in use as office or in a vacant state. Thornpark House fronts on to Warehouse Street and is occupied for general industry purposes. There is further storage/general industry units along Upper Station Road. Soothill Lane consists of converted victorian warehouses suitable for office, an element of residential, retail and an MOT garage. Only minor opportunities for expansion within the site and minor risk of conflict with residential.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	Yes	Site is made up of older units but is part of a strategically important larger area.	ACCEPT
NK50	B&S15	AMBER	GREEN	AMBER	AMBER	Industrial units with new multi-storey office block. Elements of the site used for storage and distribution. Good site configuration. Restricted opportunities to expand. Moderate risk of conflicting neighbouring use.	AMBER	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	No	Small site close proximity to motorway.	ACCEPT
NK56	B&S16	GREEN	GREEN	GREEN	GREEN	New single storey units with good internal site layout, easy manoeuvring of HGV's. Excellent expansion opportunities and no neighbouring conflicting uses.	GREEN	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	Yes	Modern site, strategic, well used.	ACCEPT
NK59	B&S17	AMBER	AMBER	AMBER	AMBER	Single storey industrial units. HGV movement is restricted in places. There is a small area for expansion to the south east. A moderate risk of conflicting uses occur around the site.	AMBER	AMBER	Expansion land located within Flood Zone 2 and 3a.	GREEN	AMBER	Yes	Single storey units, good motorway access.	ACCEPT
NK62	D&M13	GREEN	GREEN	GREEN	GREEN	Site comprises large modern single storey industrial units. Excellent internal layout, allowing for HGV movement. No conflict with neighbouring uses. Room for expansion within the site.	GREEN	AMBER	Expansion land located within Flood Zone 2.	AMBER	AMBER	Yes	Good strategic location, modern units	ACCEPT
NK63	D&M14	AMBER	RED	RED	AMBER	Large compact industrial site - with no real room for expansion within the site. Internal layout is very poor - restricting HGV movement. Residential development to the west - potential for some conflict.	AMBER	GREEN	No expansion opportunities within the site.	RED	AMBER	Yes	Large, strategic site.	ACCEPT

## Priority Employment Areas

### Kirklees Rural

ETUA Ref	PEA ref	Score				Summary of site	Site description overall score	Expansion limitations from Flooding	Limitations	Motorway Catchment Score	Intermediate Score	Strategic Fit or Locally Significant	Summary Conclusion	PEA Accept Reject
		Buildings	Internal site layout	Expansion	Neighbouring use									
SK1		AMBER	AMBER	RED	RED	A mix of old multi storey mill buildings and single storey new industrial units are present within this site. The internal site layout is good and can accommodate HGV's. Restrictions may occur if the car park is full. Minimal expansion opportunities lie to the north of the site but are restricted by being located within Flood Zone 3b. Conflicting neighbouring uses surround the site. Allocated next to this site is a safe guarded land option.	RED	GREEN	Expansion land not within a Flood Zone	AMBER	AMBER	No	Older style buildings, close to residential with limited expansion opportunities.	REJECT
SK2		GREEN	GREEN	GREEN	AMBER	This site consist of new industrial units, vacant land and vacant storage land. Internal site layout is good and accommodates HGV use and access. There is room for expansion within the site. Where expansion could take place would be at moderate risk of conflicting neighbouring uses.	GREEN	AMBER	Expansion land located within Flood Zone 2 & 3a.	AMBER	AMBER	No	Located outside of Slaithwaite industrial cluster.	REJECT
SK3a	KR18	AMBER	GREEN	AMBER	AMBER	This is a large site with a mix of old and new buildings both single and multi-storey, mill and industrial buildings, all of which are fully functioning. Most of the site can accommodate HGV's and access is made from main roads. There is limited room for expansion within the site. Conflicting neighbouring uses can be found to the west of the site.	AMBER	AMBER	Majority of expnsion land located within Flood Zone 2.	AMBER	AMBER	Yes	Large locally significant site.	ACCEPT
SK3b	KR19	AMBER	AMBER	RED	AMBER	A mix of both old mill buildings and new units. The newer elements of the site can accommodate HGV use however access is made via a narrow street, which may be difficult for HGV's. The older mill complex is compact and will be very constrained for HGV's. There is no room for expansion within the site and conflicting neighbouring uses are present to the south of the site.	AMBER	GREEN	There is no room for expansion within the site.	AMBER	AMBER	Yes	Large locally significant site. Part of the Slaithwaite cluster.	ACCEPT
SK4		RED	GREEN	GREEN	RED	This site is currently vacant, including the unit. Given there is only one unit located on the site there is room for HGV use. The site boasts expansion and redevelopment opportunities given its vacant state. Conflicting neighbouring uses run on the north and south boundaries of the site.	AMBER	GREEN	Expansion land falls outside of Flood Zones.	RED	AMBER	Yes	Site undeveloped and has been rejected as an employment site allocation	REJECT
SK5	KR22	AMBER	AMBER	RED	AMBER	The buildings within this site are single storey older industrial units and are currently in use. There is no room for expansion within the site. Access is good and there is room for HGV movement. Conflicting neighbouring uses can be seen to the south of the site.	AMBER	GREEN	There is no room for expansion within the site.	RED	AMBER	Yes	Locally significant, prime site to maintain employment within the south of the district.	ACCEPT
SK6	KR23	AMBER	GREEN	AMBER	AMBER	Moderate sized industrial unit with logical internal arrangement. Some units more modern than others but all appear to be plausible for modern day use. Accessible to HGVs. Site surrounded by green belt to the east and south. Possibility of expansion to the north of site but does fall within flood zone 3a. Modern residential area to the west of the site.	AMBER	GREEN	Small proportion of site in flood zone 3b. Majority of the site falls outside Flood Zone 2 or 3.	RED	AMBER	Yes	Site is now an accepted housing option H3325a.	REJECT
SK7	KR24	GREEN	GREEN	AMBER	GREEN	The site consists of new buildings both single and double storey, and are used for a variation of uses. The internal site layout is good and suitable for HGV use. Expansion is limited within the site and there are no neighbouring conflicting uses.	GREEN	GREEN	Expansion land unaffected.	RED	AMBER	Yes	New modern buildings. Locally significant, close to accepted employment option.	ACCEPT

SK8	KR25	GREEN	GREEN	AMBER	RED	This is a new development that is made up of single storey industrial units and multi-storey office units. Internal site layout accommodates the easy manoeuvring of HGV's. Expansion is limited within the site. High risk conflicting neighbouring uses are present around the site, more so with the allocation of a housing option to the south.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	Yes	New development although located within close proximity to housing units, is locally significant.	ACCEPT	
SK9a		GREEN	AMBER	RED	AMBER	This is a newly developed site that is made up of single storey units with some older multi storey units located to the north west. The site layout can be restrictive for HGV use if all allocated parking spaces are in use. There is no room for expansion within the site. A housing allocation is located adjacent to the site which will introduce conflicting neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Located next to accepted housing option surrounded by lots of residential units.	REJECT	
SK 9b		SITE ACCEPTED FOR HOUSING OPTION													
SK 10	KR26	AMBER	AMBER	GREEN	GREEN	This site consists of both old mill buildings and newer single storey industrial units. Elements of the mill buildings have been refurbished for modern uses, i.e. windows. Internal site layout is good but restricted in places. Access points to the site are restrictive for HGV's in areas. There is some room for expansion within the site to the south west. There are no conflicting neighbouring uses. Elements of the site are allocated as safeguarded land options.	AMBER	AMBER	Majority of expansion land located within Flood Zone 3a.	RED	AMBER	Yes	Locally significant site.	ACCEPT	
SK11	KR8	AMBER	GREEN	RED	AMBER	A mix of old and new buildings both single and multi storey, mill and industrial. The site is operational however some of the older style buildings may not be fit for modern uses. Internal site layout is good with room for HGV's, there are minimal restrictions within the site. There is no room for expansion within the site. The site is at moderate risk of conflicting neighbouring uses. Small pockets of the site overlap with allocated employment options.	AMBER	GREEN	Expansion land not located within a Flood Zone.	RED	AMBER	Yes	Locally significant site, no neighbouring conflicts, large existing industrial area.	ACCEPT	
SK 12	KR9	AMBER	GREEN	AMBER	AMBER	Linear site which is enclosed by the A616 to east and the River Holme to the west. Site contains a mix of modern single storey industrial units and more traditional stone built warehousing to the south. The very southern extent includes an agricultural supply business with poor quality building stock; petrol station neighbours on to this. Central and northern area of the site is generally modern single storey units and modern office buildings. Ample parking throughout and good access for HGVs. Some residential present to the south west corner but risk of conflicting use is minimal.	AMBER	AMBER	Expansion land located within Flood Zone 2 and 3a.	RED	AMBER	Yes	Part of a cluster of established industrial area.	ACCEPT	
SK13	KR10	AMBER	GREEN	GREEN	AMBER	Older style of buildings, some single some multi- storey which is currently used for office. Site layout is of low density leaving room for HGV access and manoeuvring. Large amounts of vacant land are present on the site aiding expansion opportunities. One element of vacant land is allocated as an employment option. Conflicting neighbouring uses can be found adjacent to the site along Huddersfield Road and to the south of the site.	AMBER	AMBER	Expansion land located in Flood Zone 2 and 3b. Around half of vacant land is within Flood Zone 3b. Developed area is not located within a Flood Zone.	RED	AMBER	Yes	Locally significant site.	ACCEPT	
SK 14	KR11	AMBER	GREEN	AMBER	AMBER	Units within this site are predominantly single storey older units. HGV access is good and there is no restrictions on movement. There is room for expansion within the site, which has been allocated as an employment option however this is restricted by location within Flood Zone 3b. There is moderate risk of conflicting neighbouring uses. A housing allocation is located to the north east of the site.	AMBER	AMBER	Element of expansion land located within Flood Zone 2 and 3b. Less than 50% of vacant land is affected. Developed area not affected.	RED	AMBER	Yes	Large well established site. Locally significant	ACCEPT	
SK 15		AMBER	GREEN	RED	AMBER	A mix of old mill style buildings with newer industrial single storey buildings; fully operational. The site layout accommodates good HGV movement. There is a moderate risk of conflicting neighbouring uses to the north and east of the site.	AMBER	GREEN	There is no room for expansion within the site.	RED	AMBER	No	Older units with no expansion opportunities.	REJECT	



SK 16		GREEN	GREEN	AMBER	AMBER	Newer style of single storey buildings with multi-storey building for office use. Internal site layout accommodates HGV use well with room for manoeuvring. Expansion opportunities lie within the north of the site however there are conflicting neighbouring uses on the south and east boundaries.	GREEN	AMBER	Expansion land located within Flood Zone 2 and 3a.	RED	AMBER	No	Residential located to the south of the site. Not locally significant.	REJECT
SK 17	KR12	GREEN	GREEN	AMBER	GREEN	The buildings located on this site are new and it consists of both single and multi-storey units covering a multitude of uses. The internal site layout is good and suitable for HGV use in areas that need it. Office blocks have restricted HGV access. There are no conflicting neighbouring uses.	GREEN	GREEN	There is no room for expansion within the site.	RED	AMBER	No	Newer large modern units. Built for purpose.	ACCEPT
SK 18		SITE LOST TO MIXED USE OPTION												
SK 19a	KR13	AMBER	AMBER	RED	AMBER	Old single storey mill buildings are located on this site. They are dense and currently occupied and fully functioning. HGV access can be gained within the site and there is an area for turning to the south. Units located along the river can be accessed but deliveries would cause congestion for residential units. There is no room for expansion and there is a small number of conflicting uses located along the river bank adjacent to the industrial units.	AMBER	GREEN	There is no room for expansion within the site.	AMBER	AMBER	Yes	Large mill buildings, locally significant, well established site.	ACCEPT
SK 19b		SITE LOST TO HOUSING OPTION												
SK 20		RED	RED	AMBER	AMBER	This site is dominated with old mill buildings. The layout is compact making access and movement within the site difficult for HGV's. Although the site is compact there is room for expansion. Residential units are present around the site, only a small proportion are present adjacent to the site.	RED	GREEN	Site not within a Flood Zone.	RED	RED	No	Old style mill buildings, surrounded by residential units.	REJECT
SK 21a		AMBER	AMBER	RED	AMBER	This site consists of old style factory buildings which are in good condition and in full use. Access is from Smithy Lane and is restrictive for HGV's. Internally HGV movement is not overly restricted. Expansion within the site is restricted due to the vacant land being allocated as an urban green space option.	AMBER	GREEN	Expansion land not located within a Flood Zone.	RED	AMBER	No	Older buildings with no expansion land.	REJECT
SK 21b		THIS SITE FALLS BELOW THE 0.4 Ha THRESHOLD												
SK 22		RED	RED	AMBER	AMBER	Large mill buildings that are currently in use. The site is extremely compact leaving no room for HGV access or movement. There is limited room for expansion within the site to the south. Conflicting neighbouring uses are present to the north of the site. Majority of the site is allocated as a mixed use option.	RED	GREEN	Majority of land located outside of Flood Zone 2 and 3a	RED	RED	No	Majority of the site allocated as mixed use option.	REJECT
SK23		AMBER	GREEN	GREEN	GREEN	Older units currently occupied for storage and distribution. Excellent site configuration and manoeuvring of HGV vehicles. There are opportunities for expansion within the site. There are no conflicting neighbouring uses.	GREEN	GREEN	Majority of land located outside of Flood Zone 2 and 3a	RED	AMBER	Yes	Accepted employment option covers this site.	REJECT
SK 24		SITE LOST TO HOUSING OPTION												
SK 25		AMBER	GREEN	AMBER	RED	This site is made up of older mill buildings with some newer additions to the south. The site is fully operational. Site layout is good with room for HGV manoeuvring. There is limited room for expansion within the site. The north of the site has been allocated as a housing option which in turn would implement conflicting neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Half of the site had been lost to a housing option. Would have a significant amount of conflicting neighbouring uses.	REJECT
SK 26a	KR27	AMBER	AMBER	RED	AMBER	Predominantly older mill buildings with the addition of newer units. Some elements of the site are restrictive for HGV use. There is no room for expansion within the site. There is moderate risk of conflicting neighbouring uses around the site. But majority of uses are B1.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	Yes	Established business park predominantly in B1 use class operations. Locally significant site.	ACCEPT
SK 26b		AMBER	AMBER	RED	RED	Buildings within this site are older mill buildings, both single and multi storey. Internal site layout is restrictive in places for HGV's. There is no room for expansion within the site boundary. Conflicting neighbouring use are high risk due to the allocation of a housing option to the east.	RED	GREEN	Site not within a Flood Zone.	RED	RED	No	Surrounded by residential, older buildings located on the site, no room for expansion. Adjacent to a housing option.	REJECT

SK 27	KR28	AMBER	AMBER	GREEN	AMBER	This large site has both new and old units located on it. The old mill buildings are currently in use for new uses. The internal site layout is restricted in places where the old mill style compact layout is still present. There is room for expansion within the site located in the south west of the site. conflicting neighbouring uses are found to the north of the site.	AMBER	GREEN	Expansion land not located within a Flood Zone.	RED	AMBER	Yes	Locally significant site where employment land is scarce.	ACCEPT	
SK 28		AMBER	GREEN	GREEN	RED	The buildings within the site are both new industrial units and old multi-storey mill buildings. The older buildings are occupied for modern uses. Internal site layout is good with room for HGV's to manoeuvre. There is room for expansion within the site. There are high risk areas of conflicting neighbouring uses.	AMBER	AMBER	Elements of expansion land located within Flood Zone 2.	RED	AMBER	No	Surrounded by residential units.	REJECT	
SK 29		GREEN	GREEN	AMBER	AMBER	This is a small site with newer single storey industrial units. There is a multi-storey new build unit occupied for office use. The site can adequately accommodate HGV use and manoeuvring. Access to the site is made via a residential development and the access point is narrow especially for HGV's. Conflicting neighbouring uses are within close proximity to the east.	GREEN	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Small site close to residential units.	REJECT	
SK 30		GREEN	GREEN	RED	RED	A new development with single storey new industrial units. Site arrangement is good and accommodates HGV movement. There is no room for expansion given the new nature of the site. Conflicting neighbouring uses surround the site.	AMBER	GREEN	There is no room for expansion within the site.	RED	AMBER	No	Small site, residential units located to the north & south of the site.	REJECT	
SK 31a	KR14	RED	GREEN	GREEN	AMBER	This site consists of older style buildings and is currently occupied for modern uses. Some units are dilapidated and would not be fit for new uses. The site is low density and offers good manoeuvring room for HGV's. Given the low density there is room for expansion, however the land is currently used as storage land. There are conflicting neighbouring uses to the west of the site.	AMBER	GREEN	Expansion land not located within a Flood Zone.	RED	AMBER	Yes	Existing well established industrial corridor, with local significance.	ACCEPT	
SK 31b	KR15	AMBER	AMBER	GREEN	GREEN	The buildings on this site are a mix of both old industrial and new industrial single storey units. There is also some multi-storey units. There is room for expansion within the site which has been allocated as an employment option. The site is fully operational and may need adaption for new uses. HGV access is restricted in areas. Conflicting neighbouring uses are present within a small element of the site. Given the large scale of the site conflicting neighbouring uses cover a small proportion of the western boundary which are covered by trees.	AMBER	AMBER	Expansion land located within Flood Zone 2 and 3a.	RED	AMBER	Yes	Existing well established industrial corridor, with local significance.	ACCEPT	
SK31c	KR16	GREEN	GREEN	AMBER	RED	New single storey development with good HGV access. Excellent internal site layout. Expansion opportunities are limited. Currently there are few conflicting neighbouring uses. However there is an allocated housing option to the south of the site, which would increase the conflicting neighbouring uses.	AMBER	GREEN	Expansion land not located within a Flood Zone.	RED	AMBER	Yes	Existing well established industrial corridor, with local significance. Housing located to the south.	ACCEPT	
SK32	KR17	GREEN	GREEN	AMBER	RED	New single storey development with good access from Station Road. HGV access and movement is good. There is a limited area for expansion to the north of the site. A new housing development is located to the north of the site meaning conflicting neighbouring units.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	Yes	New modern purpose built site.	ACCEPT	
SK33		SITE ACCEPTED FOR MIXED USE AND HOUSING													
SK34		SITE LESS THAN 0.4 Ha													
SK35		AMBER	GREEN	AMBER	RED	The site is made up of single storey stone units. The access point is off Penistone Road there is room for HGV manoeuvring within the site, expansion would reduce this factor. The site is within close proximity to neighbouring conflicts.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Small isolated site.	REJECT	
SK36		AMBER	RED	RED	AMBER	This large site consists of older former mill buildings both single and multi storey. The internal site layout is compact making it unsuitable for HGV's. Access is gained from Hepworth Road and via the residential units on Butt Lane. There is no room for expansion due to the location and compact layout.	RED	GREEN	There is no room for expansion within the site.	RED	RED	No	Isolated site, older units with no expansion opportunities.	REJECT	

SK37		AMBER	RED	AMBER	GREEN	Majority single storey with the exception of an area to the north of the site. Although it is a large site, the layout of units leaves little room for HGV manoeuvring. Expansion is restricted, however there is a vacant piece of land to the east which could aid this. There are no neighbouring conflicting uses.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Isolated site with no local significance.	REJECT
SK38		RED	GREEN	GREEN	RED	A large site with a mix of single and double storey buildings. Elements are vacant whilst some are in use. The current site layout is adequate for HGV's and there is masses of room for expansion however there are conflicting neighbouring uses surrounding the site, this could be an issue if expanding.	AMBER	GREEN	Majority of expansion land located outside of Flood Zones.	AMBER	AMBER	No	Older units within close proximity to residential units, new housing option located adjacent.	REJECT
SK39		RED	AMBER	GREEN	AMBER	Single storey older style units, potentially need improvement for new use. Internal site layout can accommodate HGV transport. With the site having large areas of room for expansion better incorporation of HGV's can be achieved. Small neighbouring residential area to the west.	AMBER	GREEN	Site not within a Flood Zone.	GREEN	GREEN	No	Old single storey units, small site.	REJECT
SK40		RED	GREEN	AMBER	AMBER	Older style multiple storey unit, with good access from Penistone Road. Internal site layout is good with room for HGV's to manoeuvre. There is a small amount of room for expansion which would result in the loss of parking. A small amount of residential units are within close proximity to the site implementing limited risk or conflicting neighbouring uses.	AMBER	AMBER	Expansion land is located within Flood Zones 2 and 3a.	RED	AMBER	No	Older style units, not locally significant.	REJECT
SK41		AMBER	GREEN	GREEN	AMBER	Site access is from Storthes Hall Lane. Consists of older single storey units and is of low density. Internal site arrangement is adequate for HGV's and some opportunities remain for expansion. A small amount of residential units can be found around the site leading to a limited risk of conflicting neighbouring uses.	AMBER	AMBER	Expansion land is located within Flood Zones 2 and 3a.	RED	AMBER	No	Older style units, not locally significant.	REJECT
SK42		AMBER	RED	AMBER	GREEN	This large site consists of a single storey older units. Although the site is large and can accommodate HGV vehicles movement is restricted to certain areas. There is limited room for expansion. Conflicting neighbouring uses are located on Long Moor Lane.	AMBER	AMBER	Elements of expansion land located within Flood Zone 2 and 3a.	RED	AMBER	No	Average site with no local significance.	REJECT
SK43		AMBER	GREEN	AMBER	AMBER	This site is made up of single storey older style units, which could be adapted for modern use. The layout of the site gives good access and manoeuvring room to accommodate HGV use. There is room for expansion within the site more so to the north. There are no conflicting neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone.	RED	AMBER	No	Old site with no local significance.	REJECT
SK44		AMBER	RED	RED	RED	Large mill buildings that are currently used for modern uses. Layout within the site is tight and HGV manoeuvring will be very restricted. No expansion opportunities are present within the site due to the compact layout. Area predominantly surrounded by residential units; therefore high risk of conflicting neighbouring uses.	RED	GREEN	There is no room for expansion within the site.	RED	RED	No	Older units, surrounded by residential development.	REJECT
SK45	KR21	AMBER	GREEN	AMBER	GREEN	Large site with low density, made up of single storey units. The site is laid out with efficient space for HGV movement. The canal runs to the north of the site whilst the river Calder encases the rest of the site. There is room for expansion within the site and there are no neighbouring conflicting uses. Access is made via Manchester Road and the angle of the opening means HGV access will be restricted.	AMBER	AMBER	Expansion land located in Flood Zone 2 and 3a. Although vacant land is not affected, this may affect expansion opportunities.	AMBER	AMBER	Yes	Some modern units. Locally significant well established area.	ACCEPT

SK46	KR30	RED	RED	RED	AMBER	This site is made up of both multi storey and single storey mill buildings which are used for modern uses. Layout within the site is tight and HGV manoeuvring will be very restricted. No expansion opportunities are present within the site due to the compact layout. There is a small risk of conflicting neighbouring uses.	RED	GREEN	There is no room for expansion within the site.	RED	RED	Yes	Site is home to a number of businesses providing local employment opportunities. The Albion Mills Business Centre is considered to be a successful business location, which supports SME's, and makes a significant contribution the local economy of the Holmfirth area. In view of this the PEA option has been accepted.	ACCEPT
SK47	KR31	AMBER	RED	RED	AMBER	The site is made up of both single and multi-storey buildings, some more modern than others. HGV movement is restricted onsite and there is no room for expansion. There is a minor conflict with some neighbouring areas.	RED	GREEN	There is no room for expansion within the site.	RED	RED	Yes	Ribbledon Dye Works is the main location for Holmfirth Dyers, a successful business which serves an international market. The operations include precision engineering processes and is a key area for growth in the Kirklees economy. The site also supports local employment opportunities and therefore very important to the local economy of Holmfirth and the wider economy of Kirklees.	ACCEPT

SK48	KR29	GREEN	AMBER	GREEN	GREEN	<p>The site is made up of modern purpose built units. Land to the rear of the units is used as storage, this has the potential to be used for expansion. HGV's can be accommodated more so with the potential for future expansion. There are no conflicting neighbouring conflicting uses.</p>	GREEN	GREEN	<p>Potential expansion land is not located within a flood zone.</p>	RED	AMBER	No	<p>Site is home to Grange Moor Coachworks. Although site has good expansion opportunities it is used as open storage and therefore important to the business operation. Industrial units accommodate one business and only make up a small percentage of the site. Consequently it is not part of a larger business cluster. Due to the size and type of operation on site this PEA option is not considered critical to the employment stock.</p>	REJECT
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