



Kirklees Local Plan

Technical 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. Sites meeting specific criteria 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 draft Kirklees Economic Strategy (KES).
- 1.3 The Kirklees Economic Strategy 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 The 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 11.2 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 Chapter one provides an introduction to the purpose of the study. A contextual overview of the Kirklees economy is set out in chapter two. Chapter three summarises the requirements as 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 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. 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 north area are well connected to the motorway network; an asset to the existing manufacturing and haulage 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 11.2 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

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 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 3.19). The evidence obtained has been used to identify priority employment areas (PEAs) which will support the regeneration of employment sites for business and industry operations.

Planning Practice Guidance

3.5 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.

3.6 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, in order that sites may be allocated for the use which is most appropriate.

3.7 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).

3.8 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)

3.9 It should be noted that the ‘Employment Land Reviews: Guidance Note’ was archived on 7 March 2014 and replaced by the new Planning Practice Guidance. 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

3.10 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 original approach to PEAs has been reviewed against the latest national policy and guidance. However the advice set out in this guidance note provides a useful background on methodology to be used when assessing employment land.

3.11 However it 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.

Local Evidence

Kirklees District Employers Survey (2013)

3.12 As stated in national guidance, it was important to ensure the study took account of local evidence. 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.

3.13 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

3.14 Having taken into account the national policy and local guidance set out above, the following site assessment criteria was established for the purpose of evaluating potential employment sites:

- 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.

3.15 These are considered in more detail at paragraphs 4.9 - 4.21.

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 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 - Priority Employment Areas (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 sites (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 identify new sites that have been established since 2003.
- 4.5 In terms of existing ETUA's each one was looked at and checked insuring that the existing boundaries were still appropriate and they were amended where appropriate.
- 4.6 New ETUA's were identified, using the ELSR and by a visual desk based study. Each ward was examined by looking at aerial photographs to identify any areas that were in industrial use. A boundary was them 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 was then used to identify priority employment areas (PEAs).

Assessment of the ETUAs

This section considers the site assessment criteria identified in paragraph 3.14 in more detail.

Site description/viability:

- 4.9 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 compared to sites benefiting from single storey modern premises.
- 4.10 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 further constraint to be considered includes assessing the surrounding area and identifying any potential conflict with neighbouring uses. Heavy industry and storage and distribution 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:

- 4.11 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 3a 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:

- 4.12 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 employers survey.

Scoring

Site description/viability:

- 4.13 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)

- 4.14 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**

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

Flooding:

- 4.16 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.

- 4.17 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):

- 4.18 Proximity to motorway junctions is a key requirement for modern business needs. Each site was assessed to determine how well they met the criteria.

- 4.19 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 forcing all roads to 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:

- 4.20 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.

- 4.21 Once the mapping was completed for all ETU'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

- 4.22 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. All possible combinations of these scores and outcomes are listed in **Appendix 2**.

- 4.23 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 was considered. The strengths and weaknesses of the three parts to the district can be summarised as follows:

North Kirklees:

- 4.24 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 storage and distribution). 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 storage and distribution operations, which also benefit from some flat areas of land with little to no constraints in terms of flooding and conflict with neighbouring uses.

Huddersfield:

- 4.25 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. The topography is generally flat in the area; however, Huddersfield does suffer from flooding especially areas along the River Colne.

South Kirklees:

- 4.26 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.
- 4.27 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.

Strategic fit or locally significant site

- 4.28 Each site was then considered and determined if it had a strategic fit, in terms of supporting the overall strategy of the Local Plan or (mainly in south Kirklees) was locally significant in terms of helping to meet locally arising employment needs.
- 4.29 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 of less significance in determining sites as priority employment areas. The main focus in the south has been based on the size of the site and the need to support the local economy in areas where employment land is scarce, and the threat of change of use is greatest.
- 4.30 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 and the Kirklees Employers' Survey (chapter three) formed the basis of determining 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 north Kirklees, Huddersfield and the south.
- 5.3 The starting point for identifying the priority employment areas 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) or 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 47 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:

Site Ref	Score	PEA	Site Ref	Score	PEA
HD3	Green	√	HD4e	Green	√
HD4b	Green	√	HD30	Green	√
HD4d	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.

Site Ref	Score	PEA	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 and form part of a business cluster or are locally significant. 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, therefore scored an amber. It was considered that these two sites, due to their modern units and good internal layout, were of good enough quality to be taken forward as a PEA.

Site Ref	Score	PEA	Site Ref	Score	PEA
HD1	Amber	√	HD28a	Amber	√
HD2	Amber	√	HD28b	Amber	√
HD4a	Amber	√	HD29a	Amber	√
HD4f	Amber	√	HD29b	Amber	√
HD6	Amber	√	HD29c	Amber	√
HD9a	Amber	√	HD29f	Amber	√
HD9c	Amber	√	HD31	Amber	√
HD12	Amber	√	HD32	Amber	√

HD14a	Amber	√	HD33	Amber	√
HD14b	Amber	√	HD34	Amber	√
HD14c	Amber	√	HD35	Amber	√
HD14d	Amber	√	HD36	Amber	√
HD27	Amber	√	HD37	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, it has residential development nearby and the units themselves are older style and the internal layout isn't is a little restrictive.

Site Ref	Score	PEA	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
HD11	Amber	x	HD24	Amber	x
HD13a	Amber	x	HD26b	Amber	x
HD13b	Amber	x	HD26c	Amber	x
HD17	Amber	x	HD28c	Amber	x
HD18a	Amber	x	HD38	Amber	x
HD18c	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 tended not to be modern and therefore would not easily lend themselves to modern business uses.

Sites scoring a Green rating and not identified as a PEA

- 5.14 There was only one site scoring a green rating in south Kirklees. This site was not included as a PEA and has been listed below. It is a small site that consists of older style single storey units but scored an overall green rating due to not falling within a flood zone and being within 5 minutes of a motorway junction. However, as it is a small site and not closely related to a larger employment area and not deemed locally significant, it is considered that it would not be appropriate to give it a PEA designation.

Site Ref	Score	PEA
SK39	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 priority employment areas.
- 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, it was important to ensure sites which play a significant role to the local economy were afforded a greater degree of protection.

Site Ref	Score	PEA	Site Ref	Score	PEA
SK3a	Amber	√	SK14	Amber	√
SK3b	Amber	√	SK17	Amber	√
SK5	Amber	√	SK19a	Amber	√
SK6	Amber	√	SK26a	Amber	√
SK7	Amber	√	SK27	Amber	√
SK8	Amber	√	SK31a	Amber	√
SK10	Amber	√	SK31b	Amber	√
SK11	Amber	√	SK31c	Amber	√
SK12	Amber	√	SK32	Amber	√
SK13	Amber	√	SK45	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 2), 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.

Site Ref	Score	PEA	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			

North Kirklees:

Sites scoring a Green rating and identified as a PEA

5.18 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.

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

Site Ref	Score	PEA	Site Ref	Score	PEA
NK9	Green	√	NK27	Green	√
NK12a	Green	√	NK45	Green	√
NK15	Green	√	NK50	Green	√
NK25a	Green	√	NK56	Green	√
NK25b	Green	√			

Sites scoring a Green rating and not identified as a PEA

5.20 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.

5.21 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.

Site Ref	Score	PEA	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
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Sites scoring an Amber rating and identified as a PEA

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

Site Ref	Score	PEA	Site Ref	Score	PEA
NK2	Amber	√	NK19d	Amber	√
NK3a	Amber	√	NK20b	Amber	√
NK3b	Amber	√	NK21	Amber	√
NK3d	Amber	√	NK22	Amber	√
NK3e	Amber	√	NK30	Amber	√
NK5a	Amber	√	NK32a	Amber	√
NK5b	Amber	√	NK32b	Amber	√
NK6c	Amber	√	NK33	Amber	√
NK12b	Amber	√	NK48	Amber	√
NK17	Amber	√	NK59	Amber	√
NK18	Amber	√	NK62	Amber	√
NK19b	Amber	√	NK63	Amber	√

Sites scoring an Amber rating and not identified as a PEA

5.23 Nearly all of the sites (apart from 5) 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 5 (NK6a, NK6b, NK34a and NK34b) sites are considered to contain older style units and be close to existing residential development, therefore they were not taken forward as a PEA.

Site Ref	Score	PEA	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

- 5.24 There were no sites that scored red that were taken forward as a PEA. The tables below list all the sites that scored red, all of them were not taken forward as a PEA. The following tables identify each of the sites scoring below the initial threshold but then taken forward as a PEA.

Huddersfield:

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

South Kirklees:

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

North Kirklees:

Site Ref	Score	PEA	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 84 employment areas were identified and included as priority employment areas.
- 6.2 The majority of these 84 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 included 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.
- 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.
- 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.

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

Site 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	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	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	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	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	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	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	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	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

Site 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									
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
HD6	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	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, seperated from industrial cluster.	REJECT
HD9c	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	AMBER	AMBER	GREEN	GREEN	Premises of older stock - including a listed mill - however predominantly single storey units suitable for modern needs. Internal site arrangement is adequate for HGV access and there is ample opportunity to expand. No conflicting neighbouring uses.	AMBER	AMBER	Small portion of site located within Flood Zone 3b and majority of site within Flood Zone 3a. Over 50% of vacant land is affected.	RED	AMBER	No	Expansion land located within Flood Zone 3b. Older units located on the site.	REJECT

Site 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									
HD12	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
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	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	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	RED	GREEN	GREEN	AMBER	A long linear 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

Site 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									
HD14d	AMBER	GREEN	AMBER	GREEN	A long linear site, mainly consists of older style single storey industrial units with some stone 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
HD17	AMBER	AMBER	AMBER	RED	Old mill building and industrial units some of which are single storey. Surrounded by residential with playing field to the rear of the employment. Access for HGVs is adequate but Luck Lane is more restrictive. Internal site arrangement is adequate.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	No	Site is surrounded by residential, not in a strategic location.	REJECT
HD18a	AMBER	RED	RED	RED	Old industrial site with a large area of single storey units site is bounded by roads to all sides. No room for expansion and internal site arrangement is compact making it difficult for the efficient movement of HGV's. Housing surrounds the site increasing the potential for conflicting uses.	RED	GREEN	Site not within a Flood Zone	AMBER	AMBER	No	Old units with no expansion surrounded by residential.	REJECT
HD18b	RED	RED	RED	RED	Old industrial site with a older style mill buildings with multiple floors. No room for expansion and internal site arrangement is compact making it difficult for the efficient movement of HGV's. Housing surrounds the site increasing the potential for conflicting uses.	RED	GREEN	Site not within a Flood Zone	RED	RED	No	Old units with no expansion surrounded by residential.	REJECT
HD18c	RED	AMBER	AMBER	RED	Long linear site running along the side of the railway line - looks to be mainly used for storage containers, with some old stock, single and multiple floors. Residential to the east of the site - potential for conflict. Some limited room for expansion and good internal layout for HGV movement.	AMBER	GREEN	Site not within a Flood Zone	RED	AMBER	No	Old units with no expansion surrounded by residential.	REJECT
HD19	GREEN	GREEN	GREEN	GREEN	Large area which consists of modern single storey industrial units. Low density development and internal site arrangement is good for the efficient movement of HGV's. Good opportunities for expansion within site and POL also exists to the west. South eastern extent is in use for caravan sales (also subject of outline permission for residential). New residential development neighbours on to this part of the site - minor potential for conflict with neighbouring uses.	GREEN	GREEN	Site not within a Flood Zone	RED	AMBER	No	Nearly all site accepted as a mixed use option with a small section accepted as a housing option.	REJECT
HD20	GREEN	GREEN	GREEN	RED	Site consists of large single storey industrial units and a mill building that has recently been refurbished and is currently used as offices and outpatients department for the HRI. The rest of the site is used as a car park for HRI. Internal site arrangement is good due to the car park and new access, there are opportunities for expansion. Area is in close proximity to neighbouring residential areas - potential for conflict with neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	GREEN	GREEN	No	Surrounded by residential.	REJECT

Site 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									
HD21	AMBER	AMBER	RED	AMBER	Site consists of moderate sized victorian mills which have been extended over time - single stoery units to the rear. The eastern extent is more modern in design but still aging in the main. Internal site arrangement is good on the eastern extent but more compact and restrictive for HGV's to the west. Residential exists to the rear - some potential for conflict in neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	No	No expansion opportunities, older units located within the site.	REJECT
HD22	AMBER	AMBER	AMBER	GREEN	Single storey unit to the southern extent of the site. Northern extent consists of main victorian mill building, which has been extended over a number of years - an element of single storey units have been added. Internal site arrangement is adequate for HGV's and there is further expansion opportunities within the site. No issues with neighbouring residential areas.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	No	Older units located on the site, limited room for expansion. Not a strategic location.	REJECT
HD23	GREEN	AMBER	AMBER	AMBER	Site mainly consists of modern single story industrial units with an older mill building to the south eastern corner. Internal site arrangement is good and includes opportunities for expansion within the site. Residential exists to the south of the site but risk for conflict is considered low.	AMBER	GREEN	Site not within a Flood Zone	AMBER	AMBER	No	Average site with a mix of old and new units.	REJECT
HD24	GREEN	AMBER	AMBER	RED	Moderately sized single storey industrial units. Internal site arrangement is adequate for HGV movement and there is minor opportunities for expansion within the site. Entire surrounding area is residential - significant potential for conflict with neighbouring uses.	AMBER	GREEN	Site not within a Flood Zone	RED	AMBER	No	Site is surrounded by residential development.	REJECT
HD25	Accepted housing option. Less than 0.4 ha remains												
HD26a	Site lost to an accpeted 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 alittle 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	GREEN	GREEN	GREEN	AMBER	Large employment area that is mainly characterised by large modern single storey industrial units. South eastern exent 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	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

Site 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									
HD28b	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	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	AMBER	RED	RED	AMBER	Old small single storey units and old mill style stone 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	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	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
HD29e	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	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

Site 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									
HD30	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	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	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	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	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	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	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	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	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									
NK1a	AMBER	GREEN	RED	GREEN	A mixture of relatively old and modern single storey industrial units. Cluttered looking site with limited space for HGVs. Surrounding area mainly business and industry.	AMBER	AMBER	Elements of expansion land located in Flood Zone 2 & 3a.	RED	AMBER	No	Close proximity to a network of established employment areas. However this site is adjacent to the South Dewsbury accepted housing option and the masterplan is likely to effect this area i.e. Ravensthorpe Station.	REJECT
NK1b	AMBER	AMBER	RED	RED	A mixture of relatively old and modern single storey industrial units. Cluttered looking site with limited space for HGVs. Surrounding area mainly business and industry with residential properties to the east and south.	RED	GREEN	Site not located within a Flood Zone.	RED	RED	No	Close proximity to a network of established employment areas. However this site is adjacent to the South Dewsbury accepted housing option and the masterplan is likely to effect this area i.e. Ravensthorpe Station.	REJECT
NK1c	AMBER	RED	RED	RED	Large semi-modern industrial units with limited internal site arrangement for HGV traffic. Minimal opportunity for expansion. Residential areas to the west, south and east.	RED	AMBER	Elements of expansion land located in Flood Zone 2 & 3a.	RED	RED	No	Poor site, no strategic fit, accepted for housing	REJECT
NK1d	AMBER	AMBER	RED	AMBER	Large semi-modern industrial units with ample internal site arrangement for HGV traffic. Minimal opportunity for expansion. Surrounding area mainly business and industry with residential properties to the south east.	AMBER	AMBER	Expansion land located in Flood Zone 3a.	RED	AMBER	No	No strategic fit, no room for growth, residential nearby.	REJECT
NK1e	GREEN	AMBER	RED	RED	Medium size modern industrial units with a limited internal site arrangement for HGV traffic. Minimal opportunity for expansion. Surrounding area mainly business and industry with residential properties to the north and east.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	No strategic fit, no room for growth, residential close by.	REJECT

NK1f	AMBER	AMBER	AMBER	AMBER	Large site comprising a mixture of large and medium sized industrial semi-modern units and old units. The site is bound by the River Calder to the north, railway line to the south; Station Road and residential properties to the east. There is limited accommodation for HGV movement though it is possible. Some expansion opportunities however restricted by location, expansion land in Flood Zone within Flood Zone 3a.	AMBER	AMBER	Most of expansion land is located within Flood Zones 2 & 3a.	RED	AMBER	No	Average site, no strategic fit, access to motorway poor.	REJECT
NK2	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	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	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
NK3c	GREEN	GREEN	GREEN	AMBER	Mid-sized site with few small modern industrial units. Evidence of previous industrial building present on site. Relatively clutter free with excellent space for HGV movement. Potential to expand existing units and for erection of new units on site (especially to the south). Majority of surrounding uses are industrial and business. River Calder bounds the site to the east, and a primary school is situated to the south east.	GREEN	AMBER	Majority of expansion land located within Flood Zones 2 and 3a.	RED	AMBER	Yes	To be accepted as a Safeguarded Minerals Infrastructure Site	REJECT
NK3d	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	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

NK4	AMBER	AMBER	AMBER	AMBER	Large site comprising old and new industrial units. Bound by railway to the south and east, industrial and business uses to the west and residential properties to the north and west. Relatively good space for HGV movement and some potential for future expansion within the site boundary.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	Site on edge of existing cluster of employment use - no strategic fit.	REJECT
NK5a	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	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
NK6a	RED	GREEN	GREEN	AMBER	The site is small with one mid-sized old industrial unit. The railways runs along the southern boundary of the sit and the A644 road to the north. Residential proeperties lie beyond this point to the north. There is ample space for expansion and some for HGV manoeuvring.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	Yes	Small site with 1 old unit - not worth protection.	REJECT
NK6b	RED	GREEN	AMBER	RED	The site is mid-sized and contains old/semi-old inustrial units. The site has good access and it is evident from the presence of HGVs on site that there is ample room for movement. The site is in close proximity to residential properties off Broad Street and Fall Lane which would be sensitive receptors. There is some room for expansion within the site, although this would likely impinge upon the vehicle movement in the site and may be a limitation in the future.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	Yes	Old units, close to residential.	REJECT
NK6c	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 reltively well spaced out which allows for vehicluar 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
NK6d	RED	AMBER	RED	AMBER	The site is relatively small with a few old industrial units. The eastern exetnt is occupied as a waste site. There is very limited expansion potential without implications on space for vehicle movement and limited movement for HGVs within the site. Residential properties are located to the north.	RED	GREEN	No expansion opportunities within the site.	RED	RED	No	No strategic fit - old style units, close to residential area.	REJECT
NK7	AMBER	AMBER	AMBER	AMBER	Site comprises semi-modern industrial units with extensive site use for plant machinery. Residential properties off B6117 to the east and directly adjacent to the site off Wakley Lane to the north. The northern extent of the site has good accommodation for the movement of HGVs with the southern extent being more limited in its layout. Small amount od expansion land.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	No strategic fit - older style units, residential nearby.	REJECT
NK8a	RED	RED	RED	RED	Restricted site of old industrial buildings in close proximity to residential properties.	RED	GREEN	No expansion opportunities within the site.	AMBER	AMBER	No	Old style buildings in close proximity to residential properties.	REJECT

NK8b	RED	AMBER	RED	RED	Large site comprising old industrial and business units. There is good access for HGV movement as the site accommodates a number of roads throughout. Parking at the buildings may be limited. No real expansion land within the site. The site is bound by railway to the east, residential properties off Hartley Street, and Stonefield Street to the north, A638 to the west and residential properties of Swindon Road, Willans Road and Byre Street to the south. Seems to be a lot of retail units on the site.	RED	GREEN	Expansion land not located within a Flood Zone	RED	RED	No	No strategic fit - site contains old units, no room for expansion, close to residential.	REJECT
NK8c	AMBER	RED	AMBER	AMBER	Site comprises old industrial units with more modern units occupying the northern extent. There is ample space for expansion to the north of the site however HGV movement is restricted. Residential properties on Crackenedge Terrace are in close proximity to the east. Industrial uses lie to the west and south.	AMBER	GREEN	Expansion land not located within a Flood Zone	RED	AMBER	No	No strategic fit - older style units, poor internal layout.	REJECT
NK9	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
NK10	RED	RED	RED	RED	The large site comprises a mixture of sizeable and mid-sized old industrial units It is surrounded by residential properties and sports field. The site does not appear to include ample space for HGV movement although there is a large parking area to the north which may be suitable and utilise for this purpose. Further expansion does not appear to be possible due to the crowded nature of the site.	RED	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Poor site, no strategic fit.	REJECT
NK11					No NK11 - overlaps with NK11a & NK11b - DELETED								
NK11a	AMBER	AMBER	RED	AMBER	Mixture of old and semi-modern industrial buildings. There does appear to be space for the movement of HGVs through the site on Alexandra Road, however, this may be limited directly outside the industrial units. There does not appear to be any capacity to extend the units within the site boundary. There are residential properties off Taylor St to the west but are not in close proximity to the site.	AMBER	GREEN	No expansion opportunities within the site.	AMBER	AMBER	No	A lot of land already lost to retail uses along this corridor	REJECT
NK11b	AMBER	RED	AMBER	RED	The site comprises a cluster of old and semi-modern small to medium industrial and business units. The appearance is quite cluttered with a limited space for HGV access and turning to the west. The site is bound by residential properties to the north, south and west and the A652 to the east. Some expansion would be possible.	RED	AMBER	Element of expansion land to the east located within Flood Zone 3a and 2. Remainder of land to the east and all potential expansion land to the west not located within a Flood Zone.	AMBER	AMBER	No	A lot of land already lost to retail uses along this corridor	REJECT
NK12a	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	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

NK13	RED	RED	RED	AMBER	Large site containing old industrial buildings. The site is crowded with limited room for expansion opportunities. Movement for HGVs is somewhat restricted given the old nature of the site and that it would not have originally been built to accommodate vehicles of this size. The site falls within close proximity to residential properties at Melton Street to the south and Bradford Road to the north.	RED	GREEN	No expansion opportunities within the site.	AMBER	AMBER	No	No strategic fit - older style units, crowded site.	REJECT
NK14	AMBER	RED	RED	RED	Medium sized site comprizing old and semi-modern inustrial units. The site does not appear to have a suitable layout to accommodated HGV movement given its cluttered nature and tight access. Residential properties are situated adjacent to the site access at Bradford Road and run along the northern boundary. A resi estate is situated to the west off Smithies Moor Lane. There may be some room for future expansion however this may limit traffic movement within the site.	RED	GREEN	No expansion opportunities within the site.	AMBER	AMBER	No	No strategic fit - close to residential, poor layout, no room for expansion.	REJECT
NK15	GREEN	GREEN	GREEN	AMBER	Large modern site with ample room for HGV manouvering 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
NK16	GREEN	AMBER	RED	RED	Minor overlap with an urban greenspace option. Medium sized site comprising large modern industrial warehouses. There would be some accommodation for large vehicles such as HGVs to manouver although this may be restricted by limited amenity space around each unit. There owuld be no room for further expansion and this would also be limited by the large housing estate located directly adjacent to the site at Elder Close to the east and Raikes Lane to the north.	AMBER	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	No	No strategic fit, residential nearby.	REJECT
NK17	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 seperated from the industrial area by main roads.	AMBER	AMBER	Some expansion land located wthiin Flood Zone 2 & 3a.	GREEN	AMBER	No	Large site modern units, close to motorway.	ACCEPT
NK18	AMBER	GREEN	AMBER	AMBER	Large site contining 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 noth 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
NK19a	GREEN	GREEN	AMBER	AMBER	Small relatively modern site with large industrial unit. Good accommodation for movement of HGVs. There is very limited room for further expansion. Residential properties are situated in close proximity off Station Lane to the south.	GREEN	AMBER	Majority of expansion land is located within flood zone 2 and 3a.	RED	AMBER	No	Small site, isolated, close to residential.	REJECT
NK19b	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 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 restrcted 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 wthiin a Flood Zone	RED	AMBER	No	Large site, well established units, meets modern day operations.	ACCEPT

NK19c	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 Walkley Lane to the north and residential properties beyond this. There is a small residential estate directly adjacent to the site at Frost Hill to the north east. Industrial land is situated to the south.	GREEN	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	No strategic fit, residential nearby.	REJECT
NK19d	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
NK20a	AMBER	AMBER	AMBER	AMBER	Medium sized site containing a composition of large and smaller modern industrial and business units. Due to the size of the site, the buildings are in close proximity to each other which would limit HGV movement although this is still possible given HGVs being present on site. The Spen River bounds the site to the north, resi properties at Malthouse Court to the south west and industrial uses to the south east and east. Given the size and layout of the site there appears to be limited expansion opportunities.	AMBER	AMBER	Expansion land Located within Flood Zone 2& 3a.	AMBER	AMBER	No	Average site, no strategic fit, residential nearby.	REJECT
NK20b	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
NK20c	GREEN	AMBER	GREEN	AMBER	Medium sized site with modern industrial units situated to the south. Some space for HGV movement within the site layout and excellent potential for future expansion. Residential properties located to the south on Union Road and Boundary Street to the west.	GREEN	AMBER	Majority of expansion land is located within flood zone 2 and 3a. Elements located outside of a Flood Zone	AMBER	AMBER	No	No strategic fit - site fragmented by residential development.	REJECT
NK20d	AMBER	RED	AMBER	AMBER	Large site comprising mixture of old and new industrial and business units. There is restricted access and movement space for larger vehicles and HGVs. Retail (Morrisons) use to the east, resi to the south off Cornmill Lane and to the west at Albert Street. Expansion opportunities are limited. Large part of the site is affected by an accepted housing option.	AMBER	GREEN	Expansion land not located within a Flood Zone	AMBER	AMBER	No	Site close to residential. Older style units.	REJECT
NK21	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	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
NK23	GREEN	AMBER	RED	RED	This medium sized site comprises modern industrial business units which are well distributed which allows opportunity for HGV movement within the site. Although this access may be restricted on the south western extent due to the close proximity of buildings. There is little potential for expansion of the site. Close proximity to residential areas to the north, west and south.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	No strategic fit - surrounded by residential development.	REJECT

NK24	GREEN	AMBER	AMBER	AMBER	Small site comprising semi-modern industrial and business units. Bound by industrial land to the east and west. Residential properties are present to the east and west but these are few and do not abut the site boundary. There is opportunity for expansion in the future. The layout is open with few buildings so HGV movement is not overly restricted.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Small site, with older style units. No strategic fit.	REJECT
NK25a	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 proeprieted are to the east off Oak Road and Marsland Crescent to the south although the busy A58 seperates 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	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
NK26	GREEN	GREEN	GREEN	AMBER	Large industrial site, comprising modern single storey industrial units. Internal site arrangement is good to allow for the efficient movement of HGV's. Opportunites for further expansion but there is some residential in the surrouding area posing some risk of conflicting uses.	GREEN	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	Good site, but no strategic fit.	REJECT
NK26	AMBER	AMBER	AMBER	RED	Large site with semi-modern industrial units and gas plant machinery. Room for expansionn to the south. Appropriate space for the movemnet of HGVs although not excellent. Resi properties surround the site.	AMBER	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	Yes	Older units, some not in B use class and a lot of surrounding residential.	REJECT
NK27	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
NK28	GREEN	AMBER	AMBER	AMBER	Small site with modern warehouses. The units have open storage facilities which limits land available for expansion. There is good access for HGVs though space for manouvering is limited. Residential properties bound the northern, western and southern extents of the site.	AMBER	GREEN	Expansion land not located within a Flood Zone	GREEN	GREEN	No	Good site, but not straetgic and close to residential area.	REJECT
NK29	RED	RED	AMBER	RED	Small site with large old industrial unit and plant machinery. Poor movement space for HGVs and very limited opportunity for future expansion. Residential properties on all boundaries.	RED	AMBER	Elements of expansion land located within Flood Zone 2.	GREEN	AMBER	No	Small site, older style units. No strategic fit.	REJECT
NK30	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	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	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
NK32c	GREEN	AMBER	RED	GREEN	Mixture of old and modern warehouses in close proximity. Good vehicular access and set well back from the highway far from sensitive receptors. Opportunity for expansion however the vacant land falls mainly within Flood Zone 3b and therefore is not considered to be appropriate for expansion. Limited existing space for HGV movement however manouvering and turning could occur at the front of the units without fully entering the site.	AMBER	RED	Expansion land is located within Flood Zone 3b	RED	AMBER	No	Expansion land located within Flood Zone 3b.	REJECT
NK33	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
NK34a	RED	AMBER	AMBER	AMBER	Small site comprising old industrial buildings. Amenity land is cluttered although unutilised space in the centre would allow for good HGV movements. There is some room for expansion to the west although this may be restricted by topography and the proximity of properties off Nursery Grove.	AMBER	GREEN	Expansion land not located within a Flood Zone	RED	AMBER	Yes	Old units, surrounded by residential, poor access to motorway.	REJECT
NK34b	RED	GREEN	GREEN	GREEN	Small site with old unit. Would be a good redevelopment site given its good access and room for expansion. Far from public viewpoints and sensitive receptors.	AMBER	AMBER	Entire site located within Flood Zone 3a with small section located within 2.	RED	AMBER	Yes	Small site, old units, not very good access.	REJECT
NK35	AMBER	RED	AMBER	RED	Some old units with slightly more modern single storey unit to the rear, but access is difficult and internal site arrangement is restrictive for HGV's. Site is surrounded by residential increasing potential for conflict with employment. Very limited opportunities for expansion.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Small site, surrounded by residential. Older style units.	REJECT
NK36a	RED	RED	RED	RED	Very small site with old buildings. Very restricted by size so very poor access and mobility for HGVs and no room for future expansion. Directly adjacent to residential properties on Lady Ann Road.	RED	GREEN	No expansion land located within the site.	AMBER	AMBER	No	Surrounded by residential, small site with old units and poor access to motorway.	REJECT
NK36b	RED	RED	AMBER	RED	Medium sized site with old warehouses. Ample room for expansion however this would limit vehicular access. HGVs would have limited mobility in this site. Residential properties are directly adjacent to the east off Sykes Road.	RED	AMBER	Expansion land located within Flood Zone 2 & 3a	AMBER	AMBER	No	Old warehouse units, surrounded by residential.	REJECT
NK37	Accepted housing option. Less than 0.4 ha remains												
NK38	AMBER	AMBER	AMBER	RED	Semi modern site with good access and turning for HGVs. Limited room for expansion without impacting amenity space for the unit. Site is situated within a residential area and would have an impact on these sensitive receptors should the site be intensified.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Residential area with old units.	REJECT
NK39a	AMBER	GREEN	AMBER	RED	Large site of old and modern warehouses and buildings. Excellent space for HGV movements to the north - more limited to the south. Good space for future expansion to the north. Surrounded by residential properties to the north east, west and south.	AMBER	AMBER	Some expansion land located within Flood Zone 2 & 3a	AMBER	AMBER	No	Mix of older units within close proximity to residential.	REJECT
NK39b	AMBER	GREEN	GREEN	AMBER	Small site comprising just one industrial building and outside storage space. Excellent internal arrangement and access for HGV's. Lots of opportunities for expansion. Some residential to the south - some potential for conflict.	AMBER	GREEN	Over 50% of expansion land located outside of Flood Zones.	AMBER	AMBER	No	Mix of older units within close proximity to residential.	REJECT

NK40	RED	RED	RED	RED	Very small and old site that would not be suitable for future expansion. Very limited HGV movement space and in very close proximity to residential properties.	RED	GREEN	Site not located within a Flood Zone.	GREEN	AMBER	No	Small site, old units, close to residential.	REJECT
NK41	Site lost to a mixed use option												
NK42	AMBER	GREEN	GREEN	AMBER	Mainly single storey industrial units suitable for modern needs. Large area of open air storage and internal site arrangement is adequate for HGV's but access is difficult. Potential for expansion but residential area to the west and housing allocation exists to the east - potential for conflicting uses.	AMBER	GREEN	Majority of expansion land outside of Flood Zones. Small area to the south located within Flood Zones 2 and 3a	GREEN	GREEN	No	Most of the site lost to a housing option leading to conflicting uses. The area left does is made up of older units with no expansion land.	REJECT
NK43	RED	RED	GREEN	RED	Small site with old mill buildings. Ample space for expansion however poor HGV access and in close proximity to residential properties. Minor overlap with an urban greenspace option.	RED	GREEN	Site not located within a Flood Zone.	GREEN	AMBER	No	Old buildings, close to residential	REJECT
NK45	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
NK46	AMBER	GREEN	GREEN	AMBER	Semi-modern warehouse with good accommodation for HGVs and room for expansion. Residential properties to the south but not in close proximity.	AMBER	GREEN	Site not located within a Flood Zone.	RED	AMBER	No	Poor access with older units.	REJECT
NK47	AMBER	AMBER	AMBER	RED	Western extent consists of old mill building that has been refurbished for modern needs. Site has been extended over time with more modern office and storage units. The eastern extent is made up of large modern single storey industrial units. Internal site arrangement is adequate. Opportunities for extension is limited and the site is surrounded by residential - risk of conflict with neighbouring uses.	AMBER	GREEN	Site not located within a Flood Zone.	AMBER	AMBER	No	Surrounded by residential, older units	REJECT
NK48	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
NK49	GREEN	GREEN	AMBER	RED	Small industrial site with one large modern single storey industrial unit and associated car parking. Internal layout is excellent allowing for unrestricted movement of HGV's. Small amount of room for expansion within the site. Accepted housing options surrounded the site - significant potential for conflict.	AMBER	GREEN	Site not located within a Flood Zone.	GREEN	GREEN	Yes	Accepted employment option on part of the site. Whole site has already been lost to mixed use development.	REJECT
NK50	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
NK51							Do not assess. Overlap same as NK17b						

Priority Employment Areas

Kirklees Rural

Site 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	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 expsion land located within Flood Zone 2.	AMBER	AMBER	Yes	Large locally significant site.	ACCEPT
SK3b	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	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	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	Locally significant, close to accepted employment option.	ACCEPT

SK7	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	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	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	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	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	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 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	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	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	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	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	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	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 eith 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 implenting 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	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