

Calderdale Employment Land Study Final Report

Calderdale Metropolitan Borough Council

June 2018

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1.0 Introduction

Background

- 1.1 Calderdale Metropolitan Borough Council [CMBC] commissioned Nathaniel Lichfield & Partners [Lichfields] to undertake an Employment Land Study [ELS] for the Borough in June 2016. The study provides an important part of the evidence base that will inform the preparation of a new Local Plan covering the period up to 2032. A draft report was completed in 2017 which was subsequently revised to include an updated version of employment forecasts (released in spring 2018) to enable the implications to be included in this final report.
- 1.2 The ELS conforms with the National Planning Policy Framework [the Framework] and Planning Practice Guidance [the Practice Guidance]. In particular, the ELS relates to the Framework [S161] in which the evidence base of Local Planning Authorities [LPAs] should assess the “*existing and future supply of land available for economic development*”.
- 1.3 The purpose of the ELS was to objectively assess economic development needs for the Borough to inform the preparation of a new Local Plan. The main elements of the ELS involved three stages:
- **Stage 1: Taking Stock of the Existing Situation:** analysis of the economic strengths and weaknesses of the local economy, Functional Economic Market Area [FEMA], and an assessment of potential employment sites.
 - **Stage 2: Identifying a Site Portfolio:** analysing the suitability and deliverability of available sites to meet future needs under each growth scenario, which sites should be retained for employment uses, which sites should be released for alternative uses, and any need for additional sites.
 - **Stage 3: Assessing Future Requirements:** testing the implications of different population/household growth scenarios on future employment space requirements for Calderdale, including latest economic forecasts and housing targets.
- 1.4 CMBC commissioned Lichfields to undertake the ELS in June 2016. The ELS will form part of the evidence base for the emerging Local Plan for the period up to 2032. The emerging Local Plan will replace CMBC’s Replacement Calderdale Unitary Development Plan [RCUDP] (adopted 2006, as amended 2009). A number of other studies commissioned by CMBC fed into the preparation of this ELS, including:
- Calderdale Strategic Housing Market Assessment [SHMA]; and
 - Calderdale Local Plan Transport Evidence [LPTE].
- 1.5 A key consideration of the ELS was the need to ensure that sufficient suitable and deliverable employment sites are allocated to achieve long term economic growth. This is complicated by a shortage of large sites that are suitable for employment uses in the Borough. This is due to topographical constraints and Calderdale’s industrial heritage, with a number of larger, older, mill buildings that are often unsuited to modern employment needs.
- ### Study Scope
- 1.6 The scope of the ELS was to:
- Establish the economic context of Calderdale Borough;
 - Determine Calderdale’s FEMA;
 - Analyse recent and current commercial property market trends in Calderdale;

- Review the current employment space provision and assess existing, allocated and potential sites for employment uses;
 - Provide CMBC with an understanding of the current and potential employment land requirements for the plan period up to 2032; and
 - Make policy recommendations to CMBC based on the evidence base developed in the ELS.
- 1.7 The ELS has been informed by the Calderdale SHMA 2015 (undertaken by Turley Associates) which identifies the level of objectively assessed housing need in CMBC based on a range of demographic and economically-driven growth scenarios.
- 1.8 The purpose of the ELS is to provide a key part of CMBC's evidence base in the preparation of its emerging Local Plan. The ELS provides an understanding of the current and potential requirements for employment land. This is based on considering a range of scenarios for how Calderdale's economy could change in the future.
- 1.9 The ELS considers the land and floorspace implications for the following group of B-Class sectors:
 - B1a/b Business (offices/ research & development);
 - B1c/B2 Light/General Industrial; and
 - B8 Storage or Distribution (wholesale warehouses, distribution centres).
- 1.10 The study also reviews projected growth in non B-class sectors to consider how the overall economy could change in the future. The ELS does not assess the space implications of these other sectors because they are planned for using different methodologies and considered by other forms of technical evidence (e.g. retail assessment).
- 1.11 There are a variety of factors and drivers to consider when objectively assessing business needs for a local area. This ELS used both quantitative and qualitative analysis to explore these issues within the context of Calderdale. The quantitative and qualitative findings have been synthesised to draw overarching conclusions and implications. An important consideration for any work of this type is that it is inevitably a point-in-time assessment. This study has incorporated the latest data and other evidence available at the time of preparation.
- 1.12 As part of the study, consultation was undertaken with a range of stakeholders including commercial agents, economic development and business organisations, and a survey of local businesses. A list of consultees is included at Appendix 1. As part of the Duty-to-Cooperate, consultations were held with adjoining LPAs to determine the cross boundary economic and employment land relationships. The findings are reported in Section 4.0.

Methodology

- 1.13 The Practice Guidance provides support for practitioners on how to implement the Framework. With regards to assessing economic development needs and land supply, the Guidance¹ states that local authorities should:
 - 1 Consider their existing stock of land, identifying the demand for and supply of employment land and determine the likely business needs and future market requirements;
 - 2 Consider recent patterns of employment land supply and losses to other uses;
 - 3 Analyse market intelligence from local data, discussions with developers and agents, and engagement with businesses or economic forums;

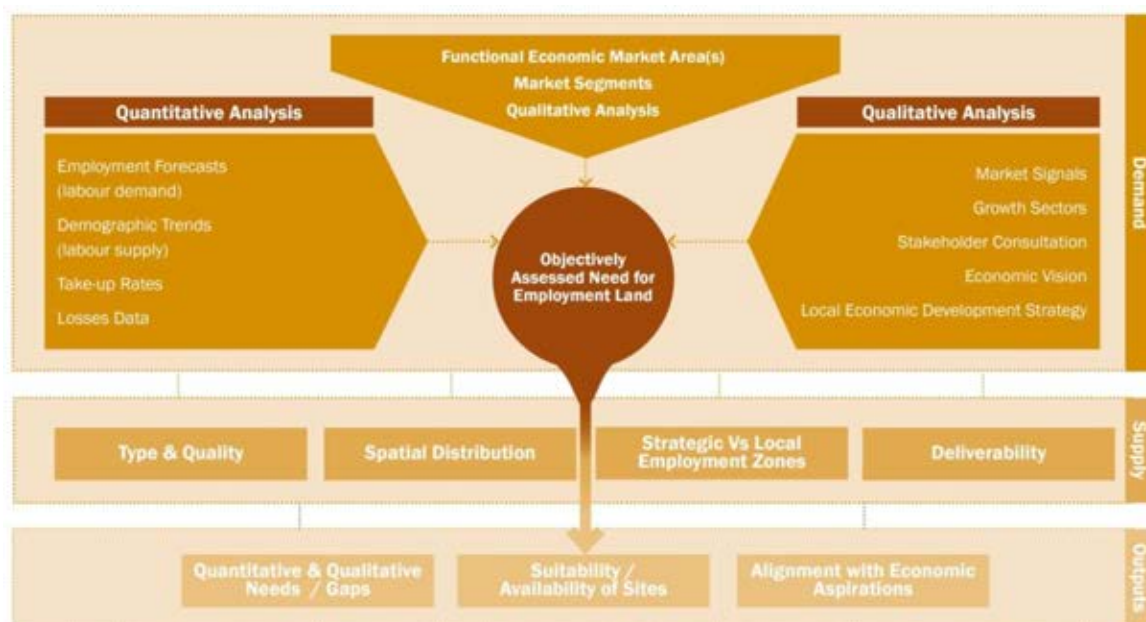
¹ Practice Guidance Ref: 2a-030-20140306

- 4 Consider the locational and premises requirements of particular types of business;
- 5 Consider projections and forecasts to help identify where sites have been developed for a specific economic use;
- 6 Analyse supply and demand to identify whether there is a discrepancy between quantitative and qualitative supply and demand for employment sites; and
- 7 Identify where gaps in local employment land provision exist by comparing the available stock of land with the requirements of the area.

1.14

This study's methodology conforms to the requirements of the Framework and the Practice Guidance which is summarised in Figure 1.1.

Figure 1.1 Employment Land Methodology



Source: Lichfields

Report Structure

1.15

The report is structured as follows:

- **Policy Context (Section 2.0)** – a review of the relevant national and local planning policy documents, employment studies and economic development strategies;
- **Economic Context (Section 3.0)** – a review of current economic conditions and recent trends in Calderdale, examining the economic strengths and weaknesses that may affect future needs for employment space;
- **Overview of Employment Space (Section 4.0)** – analysis of the current stock and trends of employment space in Calderdale in terms of mix of uses, development rates, gains and losses, and provision in adjoining local authority areas;
- **Stakeholder Consultation (Section 5.0)** – outlining the consultation Lichfields has undertaken with local businesses, agents and other key stakeholders to ensure commercially realistic and robust outputs;
- **Calderdale Commercial Property Market (Section 6.0)** – a review of the local commercial property market, including the supply of and demand for different types of employment space, and the needs of different market segments;

- **Future Employment Land Requirement (Section 7.0)** – estimates of future employment space requirements for B-Class sectors in quantitative terms, drawing on employment forecasts and other factors;
- **Review of Employment Sites Portfolio (Section 8.0)** – assessment of the quality of current and potential employment land supply against defined criteria including its attractiveness to the market and its ability to meet future needs;
- **Demand and Supply Balance (Section 9.0)** – assesses the balance between current land supply and future needs, in both quantitative and qualitative terms, by comparing forecast requirements with availability of existing sites;
- **Conclusions and Policy Recommendations (Section 10.0)** – considers policy and other measures needed to support the existing site portfolio and maximise economic growth in Calderdale.

2.0

Policy Context

Introduction

2.1

National planning policy places a particular emphasis on sustainable development through a process of:

- 1 Reviewing employment and housing land allocations to ensure the supply meets identified needs;
- 2 Proactively supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs; and,
- 3 Encouraging the effective use of land by reusing land that has been previously developed (brownfield land), with a view to promoting regeneration.

2.2

This section provides a summary of the relevant policy documents relating to employment land and economic development within the Borough of Calderdale.

2.3

The Framework [§18-22] makes it clear that it is for LPAs to proactively plan to meet the employment land and development needs of businesses in their Local Plans. Local land targets will be tested through the Local Plan process and LPAs must collect and use reliable information to justify employment land supply policies.

National Planning Policy Framework

2.4

The Framework sets out the Government's economic, environmental and social planning policies for England. The Framework [§14] states that the purpose of the planning system is to contribute to the achievement of sustainable development, which should be seen as a 'golden thread' running through both plan-making and decision taking.

2.5

The Framework [§7] states that there are three dimensions to sustainable development: economic, social and environmental. The economic role that the planning system must perform involves contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure.

2.6

The Framework [§19] states that 'significant weight' should be placed on the need to support economic growth through the planning system. To help achieve economic growth, Local Plans should [§21]:

- 1 Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- 2 Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- 3 Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- 4 Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- 5 Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and,

6 Facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

- 2.7 The Framework [§22] also highlights that allocated employment sites for which there is no reasonable prospect of development should not be protected in the long term. Proposals for alternative uses on such sites should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 2.8 The Framework [§23] confirms that offices are a ‘main town centre use’, and as such, LPAs should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance within an up-to-date Local Plan:
- “They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and LPAs should demonstrate flexibility on issues such as format and scale.”*
[§24]
- 2.9 The Framework [§28] indicates that LPAs are required to ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. LPAs should ensure that their assessment of strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals [§158].
- 2.10 The Framework [§160] advises that LPAs should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:
- 1 Work together with county and neighbouring authorities and with Local Enterprise Partnerships [LEPs] to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market; and,
 - 2 Work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.
- 2.11 The Framework [§161] states that LPAs should use this evidence base to assess (inter alia):
- 1 The needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period.
 - 2 The existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.
 - 3 Whether, deprived locations may benefit from planned remedial action.
- 2.12 Public bodies have a duty to cooperate on planning issues that cross administrative boundaries [§178]. The Framework [§181] requires local authorities to demonstrate evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their local plans are submitted for examination. It sets out where co-operation might be appropriate and what form it might assume. It concludes that “*cooperation should be a continuous process of engagement from initial thinking through to implementation*”.

National Planning Practice Guidance

- 2.13 The Practice Guidance includes guidance on the assessment of housing and economic development. This replaces the previous Office of the Deputy Prime Minister [ODPM] *Employment Land Reviews: Guidance Note* from 2004 (although this arguably remains a source of good practice).
- 2.14 The Practice Guidance² provides a methodology for assessing economic development needs. It states that plan makers should liaise closely with the business community to understand their current and potential future requirements³.
- 2.15 Plan makers should also consider:
- 1 The recent pattern of employment land supply and loss to other uses;
 - 2 Market intelligence (from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums);
 - 3 Market signals such as levels and changes in rental values, and differentials between land values in different uses;
 - 4 Public information on employment land and premises required;
 - 5 Information held by other public sector bodies and utilities in relation to infrastructure constraints;
 - 6 The existing stock of employment land. This will indicate the demand for and supply of employment land and determine the likely business needs and future market requirements (though it is important to recognise that existing stock may not reflect the future needs of business);
 - 7 The locational and premises requirements of particular types of business; and,
 - 8 Identification of oversupply and evidence of market failure.
- 2.16 When examining the recent take-up of employment land, the Practice Guidance⁴ advises that it is important to consider projections (based on past trends) and forecasts (based on future scenarios) and identify occurrences where sites have been developed for specialist economic uses.
- 2.17 In terms of forecasting future trends the Practice Guidance⁵ advises that:
- 1 Plan makers should consider forecasts of quantitative and qualitative need (i.e. the number of units and amount of floorspace for other uses needed) but also its particular characteristics (e.g. footprint of economic uses and proximity to infrastructure);
 - 2 Local authorities should develop an idea of future needs based on a range of data which is current and robust;
 - 3 Emerging sectors that are well suited to the area being covered by the analysis should be encouraged where possible; and,
 - 4 The available stock of land should be compared with the particular requirements of the area so that 'gaps' in local employment land provision can be identified.
- 2.18 The Practice Guidance⁶ advises that plan makers should consider:

² Practice Guidance Reference 2a-001-20140306

³ Practice Guidance Reference 2a-030-20140306

⁴ Practice Guidance Reference 2a-031-20140306

⁵ Practice Guidance Reference 2a-032-20140306

⁶ *Ibid*

- 1 Sectoral and employment forecasts and projections (labour demand);
- 2 Demographically derived assessments of future employment needs (labour supply techniques);
- 3 Analyses based on the past take-up of employment land and property and/or future property market requirements; and,
- 4 Consultation with relevant organisations, studies of business trends, and monitoring of business, economic and employment statistics.

2.19 In identifying the type of employment land needed the Practice Guidance⁷ advises that:

- 1 The need for rural employment should not be overlooked;
- 2 Underlying population projections can be purely demographic or tied to future housing stock which needs to be assessed separately; and,
- 3 Plan makers should be careful to consider that national economic trends may not automatically translate to particular areas with a distinct employment base.

2.20 In order to derive employment land requirements, the Practice Guidance⁸ states that when translating employment and output forecasts into land requirements there are four key relationships which need to be quantified:

- 1 Standard Industrial Classification sectors to use classes;
- 2 Standard Industrial Classification sectors to type of property;
- 3 Employment to floorspace (employment density); and,
- 4 Floorspace to site area (plot ratio based on industry proxies).

Local Planning Policy

Calderdale Local Plan

2.21 CMBC is in the process of preparing its new Local Plan for the period up to 2032. The Local Plan will draw upon a number of documents that form its Evidence Base, including this ELS. The emerging Local Plan will replace CMBC's adopted Replacement Calderdale Unitary Development Plan [RCUDP].

2.22 More recent planning documents and evidence have been released by CMBC since the 2009 (amended) RCUDP. This includes the Calderdale Core Strategy Preferred Options [CSPO], which was released in 2012 (although not progressed to adoption), and the supporting 2012 ELR Update. More recently, CMBC undertook a consultation on its '*Potential Sites & Other Aspects of the Local Plan*' document in December 2015. This provided an overview of the potential sites that had emerged through the 'Call for Sites', although this is on-going.

Calderdale Unitary Development Plan

2.23 The UDP (adopted 2006, as amended 2009) sought to promote sustainable economic growth. The principle objective of the UDP was to ensure the retention and further expansion of the local mixed economy in order to provide jobs and income for those who seek and need work.

2.24 The document recognised that the structure of industry in Calderdale was progressively shifting away from its traditional large scale manufacturing and industrial base towards more

⁷ Practice Guidance Reference 2a-033-20140306

⁸ Practice Guidance Reference 2a-034-20140306

specialised companies and in particular, a more footloose service sector. A key strategic aim of economic policy in the UDP was to utilise and promote the positive aspects of the area in order to continue to attract inward investment, as well as securing the retention of existing local employers by allowing them to relocate and expand within the Borough.

2.25 The UDP Policies had the objective of job-creation and retention by protecting and reserving land and premises to best meet the needs of employers and employees and enabling a range of employment opportunities to occur in appropriate locations. These objectives are reflected in the identification of a series of Primary Employment Areas, whereby development proposals within Use Classes B1, B2 and B8 were encouraged.

2.26 Policy GE2 makes provision for around 120 ha of employment land in Calderdale Borough between 2001 and 2016. This includes 115 ha across 26 site allocations and a further 9 mixed use allocations.

Core Strategy Preferred Options

2.27 The Core Strategy Preferred Options [CSPO] was issued for public consultation in autumn 2012. This recognised that the employment site allocations within the RCUDP had achieved mixed success in delivering the Council's economic aspirations. Many of the sites had suffered from viability problems; some had been successfully developed whilst others were retained by the owner for their own future expansion. In addition, whilst many of the Primary Employment Areas where existing employment uses are concentrated remain viable and vibrant employment locations, others are no longer suited to modern employment purposes.

2.28 The CSPO incorporated the findings of the 2012 Calderdale ELR update (see paragraph 2.37). This anticipated a gross need for 98,000 m² of (B1a) office space and 215,000 m² of (B1b/c, B2, B8) industrial and warehouse space across the Borough over the plan period (to 2029). This was translated directly into Policy CP2. This figure included the replacement of unsuitable premises with new, more suitable, premises.

2.29 Policy CP2 identified that this will be achieved through a variety of mechanisms including the retention of existing RCUDP employment allocations, town centre regeneration and new employment allocations. The planned employment floorspace requirement was to be delivered via a number of sources:

- 1 A combination of unimplemented but deliverable sites allocated within the RCUDP;
- 2 Other committed sites with planning permission for employment use;
- 3 Intensification of existing employment sites as identified in the 2012 ELR Update; and,
- 4 New sites considered appropriate for employment use identified within the Land Allocations document.

2.30 The CSPO suggested that the availability, demand, quantity and quality of sites and existing office, industrial and warehousing premises vary widely across the Borough. Within the Brighouse and Elland areas there is a good supply of both office and industrial and warehousing accommodation. A particularly important RCUDP employment site was the Wakefield Road Clifton allocation, which has the potential to provide significant inward investment for Calderdale. This has since been designated as an Enterprise Zone [EZ] site as part of the wider M62 Corridor EZ. The CSPO also recognised that Halifax and Sowerby Bridge have a good potential supply of office, industrial and warehousing accommodation. Halifax town centre in particular is the primary location for large scale office development in the Borough, which is largely due to the Dean Clough redevelopment.

Potential Sites & Other Aspects of the Local Plan

- 2.31 CMBC published its '*Potential Sites & Other Aspects of the Local Plan*' document for consultation in 2015. The focus of this document was to seek feedback on the potential employment and housing sites that could be allocated in the new Local Plan. Many of these sites had been identified through the Call for Sites process or were previously suggested for allocation in the CSPO.
- 2.32 A number of potential employment sites identified in the consultation exercise have subsequently been put forward by CMBC for Lichfields to appraise as part of this ELS. Use has also been made of the attendant details concerning land ownership, deliverability, availability and other opportunities/constraints that were highlighted during the consultation process.

Previous Employment Land Studies

- 2.33 CMBC undertook a previous ELR in 2008, with a selective update in 2012.
- 2.34 The 2008 ELR was commissioned to provide advice on the adequacy of Calderdale's employment land portfolio up to 2026⁹. The ELR included a market assessment of three broad areas within Calderdale:
- 1 **East Calderdale**, including Elland and Brighouse. This area reported the strongest industrial and warehouse market in Calderdale due to proximity to the M62 and the availability of relatively flat land. The study reported shortages of large units over 20,000 sq ft and small units below 2,500 sq ft in this area.
 - 2 **Halifax**, including Sowerby Bridge. This area was considered to have an over-supply of office space, though much of it was of a generally poor quality in older buildings that were unsuited to modern business needs. The area was considered to have a poor supply of industrial and warehousing space, with lower rents and site values caused by weak market demand. The 2008 ELR considered new industrial development likely unviable without public sector support because of poor accessibility.
 - 3 **West Calderdale**, including Hebden Bridge, Mytholmroyd, Todmorden and rural areas. The 2008 ELR considered West Calderdale to have a very modest office sector that was primarily orientated towards the local market. It also reported a shortage of smaller industrial and warehousing units especially in Hebden Bridge. High development costs in the area were considered to make new development generally unviable without subsidy.
- 2.35 The study projected total B-class job growth of 2,299 between 2006 and 2016 in Calderdale. The majority of these jobs (2,547 in total) were likely to be based in offices whilst industrial and warehousing jobs were forecast to decrease by 248. Based on this, the ELR recommended that CMBC plan for a loss of 8,650 m² industrial and warehousing floorspace and an increase of 45,850 m² of office floorspace.
- 2.36 A selective ELR update was undertaken in 2012 to inform the CSPO. The focus of the update was to provide up-to-date forecasts for future employment land need in Calderdale for the period up to 2031. This included identifying the suitability and deliverability of existing and submitted sites for employment uses and providing an evidence base for the Core Strategy.
- 2.37 Because the 2008 ELR did not take account of the recession, the 2012 update revised the forecast requirement for employment land. The forecasts included a worst-case scenario (zero job growth), best case scenario (return to 2007 employment levels by 2015) and a baseline

⁹ Calderdale Metropolitan Borough Council (December 2008) Employment Land Review

scenario. The 2012 update recommended a gross requirement of 107,691 m² office floorspace and 236,352 m² industrial and warehousing floorspace by 2031.

Background Economic Studies

Leeds City Region Local Enterprise Partnership

- 2.38 The Leeds City Region [LCR] Local Enterprise Partnership [LEP] covers the five LPAs in West Yorkshire and others in North and South Yorkshire.
- 2.39 The LCR LEP is a strategic driver of growth in the region and sets out its plans for growth in its Strategic Economic Plan [SEP], published in 2016. This document covers the period 2016 to 2036, and its vision is: “*To be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone*”¹⁰. To achieve this vision the LCR LEP aims to:
- 1 Deliver up to 35,000 additional jobs and an additional £3.7 billion of annual economic output by 2036;
 - 2 Become a positive and above average contributor to the UK economy;
 - 3 Seek to exceed the national average on high skill levels and to become a Not in Employment, Education or Training [NEET] free City Region; and
 - 4 Make good progress on headline indicators of growth and productivity, employment, earnings, skills and environmental sustainability.
- 2.40 The SEP outlines the following four strategic priorities for the City Region and ten initiatives to support their implementation:

Table 2.1 LCR LEP strategic priorities and initiatives

Strategic priority	Initiative
Priority 1 – Growing Business	1 – Implement coordinated and wide ranging action to radically increase innovation
	2 – Become a global digital centre – with specialisms in data storage, analytics, digital health and tech skills
	3 – Boost business growth, productivity, exports and investment by linking businesses to support and funding, including through the LEP growth service, skills service and trade and investment programme
Priority 2 – Skilled people, better jobs	4 – Deliver a ‘more jobs, better jobs’ programme to widen employment, skills, apprenticeships and progression opportunities, linked to NEET-free goals
	5 – Devise and deliver a programme of action to increase high level skills and close the gap to the UK average
Priority 3 – Clean energy and environmental resilience	6 – Targeted investments and innovation to make the City Region a leading edge centre for zero carbon energy
	7 – Make climate change adaptation and high quality green infrastructure integral to improving the City Region economy and its spatial priority areas
Priority 4 – Infrastructure for	8 – Deliver 30+ West Yorkshire Transport Fund schemes and progress towards a single ‘metro style’ public transport network,

¹⁰ Leeds City Region Local Enterprise Partnership (May 2016) Strategic Economic Plan 2016-2036

growth	connected to major national / northern schemes such as HS2 and Northern Powerhouse rail
	9 – Develop and regenerate integrated Spatial Priority Areas, supporting employment, quality environments and the building of 10,000-13,000 new homes per year
	10 – Develop an integrated flood risk reduction programme, incorporating flood defences, green infrastructure and resilient development

Source: Leeds City Region Local Enterprise Partnership (May 2016) Strategic Economic Plan 2016-2036

- 2.41 LCR LEP also expects the region to benefit from 100% business rate receipts from its second round of Enterprise Zone [EZ] sites along the M62 Corridor.
- 2.42 EZs provide a number of benefits to businesses, including:
- 1 Up to 100% business rate discount worth up to £275,000 per business over a 5-year period;
 - 2 Simplified planning, for example, through Local Development Orders that grant automatic planning permission for certain development within specified areas;
 - 3 Government support to ensure that superfast broadband is rolled out throughout the zone, and, if necessary, public funding; and,
 - 4 100% enhanced capital allowances (tax relief) to businesses making large investments in plant and machinery¹¹.
- 2.43 Calderdale may benefit from overspill and multiplier effects from all of the nine EZ sites in the corridor. However, a particular opportunity is likely to arise from having one of the largest EZ sites, Clifton, within its authority boundary. Whilst this site was allocated for employment uses in the 2006 Replacement UDP, it has not come forward for development. It is understood that this is due to a number of reasons including ownership issues, access and topographical constraints. Designation as an EZ site is likely to greatly improve the attractiveness of the site to the market and Calderdale Borough could benefit from the enhanced status and early unlocking that the site expects.
- 2.44 The advantages of being able to offer a large employment site as part of a wider EZ provides Calderdale with an excellent selling point to potential investors and businesses looking to benefit from these incentives. As for Clifton Business Park itself, once fully developed it has been estimated that the Business Rates income from the EZ from this site alone could generate over £4m per annum¹².
- 2.45 Halifax is designated as one of the LCR LEP's Spatial Priority Areas. This will support the regeneration and development of Calderdale's biggest settlement and population centre. The Spatial Priority Areas will be prioritised for investment to maximise LCR LEP's economic, housing and regeneration growth. The forthcoming LCR Infrastructure Investment Framework will set out the infrastructure required in Spatial Priority Areas to unlock growth.

¹¹ Business Growth Calderdale (2016) <http://www.businessgrowthcalderdale.co.uk/announcements/new-enterprise-zones-announced/>

¹² CMBC (April 2016) Cabinet Minutes 11 April 2016 Enterprise Zone – Memorandum of Understanding

Calderdale Business and Economy Strategy 2015-2020, Inwards Investment and Business Rates Discount Scheme

- 2.46 CMBC's latest Business and Economy Strategy sets out six key themes setting out how it intends to support local businesses to grow and attract new businesses to the Borough. The key themes are:
- 1 Key Account Management;
 - 2 Site Unlocking;
 - 3 Enterprise Culture;
 - 4 Employability;
 - 5 Financial Resilience; and
 - 6 Marketing Calderdale.
- 2.47 CMBC targets support to key accounts in the Borough; the 20 biggest employers as well as businesses with high growth potential. Local residents are also encouraged to develop an enterprise culture and improve their employability. This includes support programmes offering advice and help in writing business plans, as well as supporting young people to improve their employability with skills development and paid work experience. There is also a focus on improving the marketing of the Borough and highlighting grant and loan funding to help businesses with financial resilience.
- 2.48 CMBC is focusing on unlocking sites for employment uses in recognition of the short supply of developable land and a lack of large premises bigger than 50,000 sq ft. CMBC has allocated financial and staff resources to help open up new sites for growing indigenous businesses and attract new businesses from elsewhere. Indigenous and new businesses moving to Calderdale can get 100% relief on new business rates for up to 12 months¹³. This applies to new business property, or rate increases following refurbishment or extension of existing premises. The scheme covers the whole of the Borough.
- 2.49 Whilst the scheme is in its early stages, 27 businesses have applied and around £184,000 of rates relief has been granted to seven businesses. The applications of the other businesses are pending, and as awareness builds there is likely to be greater uptake. To date the scheme has been particularly popular with local manufacturing businesses.

Historic England Engines of Prosperity – New Uses for Old Mills

- 2.50 Historic England recently published this report which provides a case study into the regeneration issues and opportunities associated with vacant and under used mills in West Yorkshire. Peckett Well Mill in Calderdale was selected as one of the case studies, and Old Lane Mill / Rawson's Mill (Halifax) and Old Town Mill (Hebden Bridge) were selected as target mills for redevelopment:
- 1 The report highlighted the success of the redeveloped, Grade II Listed, Peckett Well Mill. Located in Peckett Well just 3 km from Hebden Bridge, the mill was converted in two phases for residential uses. The mill now comprises 26 two, three and four-bedroom residential units.
 - 2 Old Lane Mill / Rawson's Mill is a Grade II* Listed mill in Halifax. It was recorded on Historic England's Heritage at Risk Register in 2015. As well as being well located in

¹³ Calderdale Metropolitan Borough Council (2016) Calderdale Business Rate Discount Scheme

Halifax the mill has unique heritage value due to the quality of its architecture. The current private owner has ambitions for residential development.

- 3 Old Town Mill in Hebden Bridge is a Grade II Listed former textile mill. The study reported that whilst part of the mill is vacant it is also used a workshop space for a number of local businesses. This includes a curtain manufacturer, joiners, car workshop, local artist and a juggling company.

2.51 The case studies highlight that bringing disused mills back into use can act as a catalyst for wider regeneration and growth. The process also creates jobs and attracts investment. The study also raised important challenges in refurbishing mills though, such as potentially low occupier demand, the cost of adaptation, site constraints and structural issues.

3.0 Economic Context

Introduction

- 3.1 This section establishes the economic and labour market context for the study by summarising recent economic conditions and trends in Calderdale relative to Yorkshire and the Humber (the region it lies within) and the national economy. This is important for identifying the prevailing strengths and weaknesses of the local economy and the factors likely to influence the future demand for employment space.

Spatial Overview

- 3.2 Calderdale (and particularly Halifax) is an important centre for financial services and home to a growing community of creative and digital start-ups. It is an attractive location for businesses due to its natural environment and quality of life, with settlements like Hebden Bridge and Todmorden offering an attractive place to live and work.
- 3.3 Reflecting its industrial heritage, manufacturing remains one of the main drivers of its economy, with a particularly concentration close to the M62 motorway in Halifax, Brighouse and Elland. The proposed Vocational Higher Education Institution for Digital Manufacturing reflects the importance of the sector to Calderdale's economy and expectations for future growth with advanced manufacturing one of the LCR LEP's key growth sectors.
- 3.4 Calderdale also benefits from a growing visitor economy and cultural assets include the Piece Hall and Eureka!, as well as outdoor adventure activities. Whilst this sector does not occupy B-class employment space it makes an important contribution to Calderdale's economy.
- 3.5 With its strategic location along the M62 motorway, Calderdale benefits from growth in the neighbouring economic drivers of Leeds and Manchester. However as we shall see in Sections 5.0 and 6.0, stakeholders consider that continued investment is needed in infrastructure and flood defences to encourage local businesses to expand, attract new businesses to Calderdale, and provide resilience against disruption to the transport network.

Functional Economic Market Area

- 3.6 This section provides a broad overview of Calderdale's FEMA. The Practice Guidance¹⁴ provides advice on how a FEMA can be defined. It states that commercial property market geographies should be thought of in terms of market requirements for the location of premises and spatial factors used in analysing demand and supply. The Practice Guidance¹⁵ goes on to state that since patterns of economic activity vary from place to place, there is no standard approach to defining a FEMA. However FEMAs can be defined by taking account of factors including travel to work areas and housing market areas¹⁶.
- 3.7 More detailed guidance on how to define a FEMA is provided by CLG¹⁷. This states that examining commuting flows can help to define the FEMA of an economy. These commuting flows can be assessed using the latest travel-to-work flow data from the 2011 Census.
- 3.8 The ONS defines labour market areas as those areas where the bulk of the resident population also work. Defining labour market areas requires an analysis of commuting patterns to identify

¹⁴ Practice Guidance Ref. 2a-012-20140306

¹⁵ Practice Guidance Ref. 2a-012-20140306

¹⁶ Practice Guidance Ref. 2a-012-20140306

¹⁷ CLG (2010) Functional Economic Market Areas: An Economic Note

Travel to Work Areas [TTWAs] for local economies. The current criteria for defining TTWAs is that at least 75% of an area's working population work in the area and at least 75% of the people who work in the area also live in the area. The area must also have a working population of at least 3,500 (Calderdale has a working population of over 80,000). However, for areas with a working population in excess of 25,000, self-containment rates as low as 66.7% are accepted to define a TTWA as part of a limited "trade-off" between workforce size and level of self-containment¹⁸.

Spatial Economic Profile

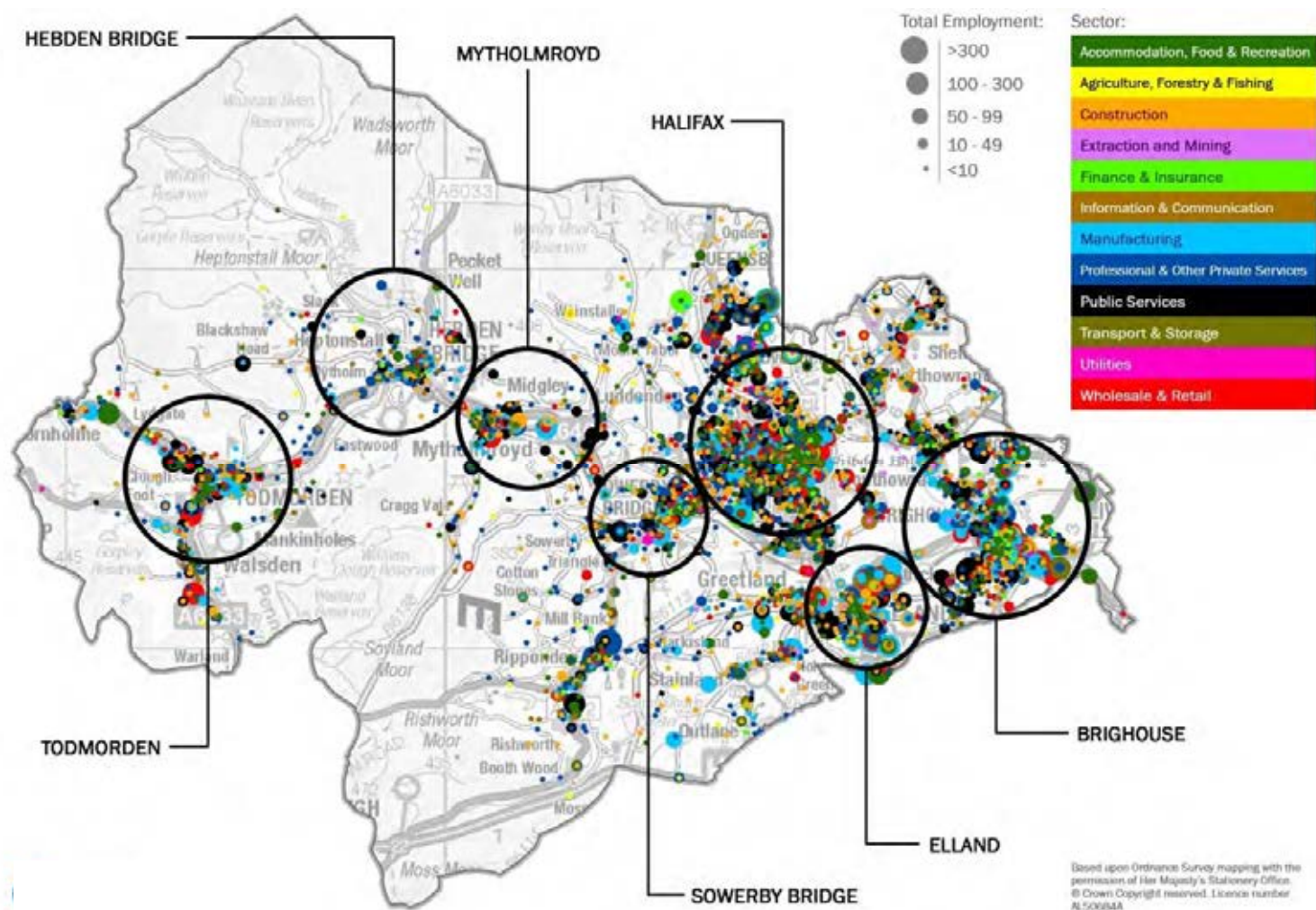
- 3.9 Business demography, labour market characteristics and details of employment sector mix in Calderdale are provided in more detail later in this Section.
- 3.10 In summary, there are 8,110¹⁹ businesses in Calderdale with 705 deaths (8% of all businesses) and 935 births (12% of all businesses) in 2014²⁰. In the same year Bradford experienced 1,550 business deaths and 2,150 business births which account for 10% and 14% of the total number of businesses, respectively. There were 1,530 business deaths and 1,845 business births in Kirklees, accounting for 10% and 12% of total businesses in Kirklees.
- 3.11 Figure 3.1 shows the spatial distribution of employment floorspace in Calderdale. It illustrates that although the majority of employment floorspace is located in and around Halifax, other large clusters of employment floorspace are found in Brighouse and Elland. The east of Calderdale Borough has the highest concentrations of employment floorspace due to the location of these and other larger settlements in this part of the Borough, although industrial and factory floorspace can also be found along the key transport corridors.

¹⁸ Commuting to work, Changes to Travel to Work Areas: 2001 to 2011 (ONS, December 2015)

¹⁹ ONS (2016) Inter Departmental Business Register - Enterprises

²⁰ ONS (2015) Business Demography - 2014

Figure 3.1 Spatial distribution of businesses in Calderdale



Source: ONS (2015) Inter-Departmental Business Register Microlevel Data / Lichfields analysis

Commuting Patterns and TTWAs

- 3.12 ONS carried out an analysis of TTWAs across the country in 2015, based on commuting patterns recorded in the 2011 Census. This analysis concluded that Calderdale effectively comprised the Halifax TTWA (see Figure 3.2). The Halifax TTWA area traces the Calderdale administrative boundary and implies that the Borough is its own self-contained TTWA. This reflects the relatively high level of internal commuting patterns within the Borough.

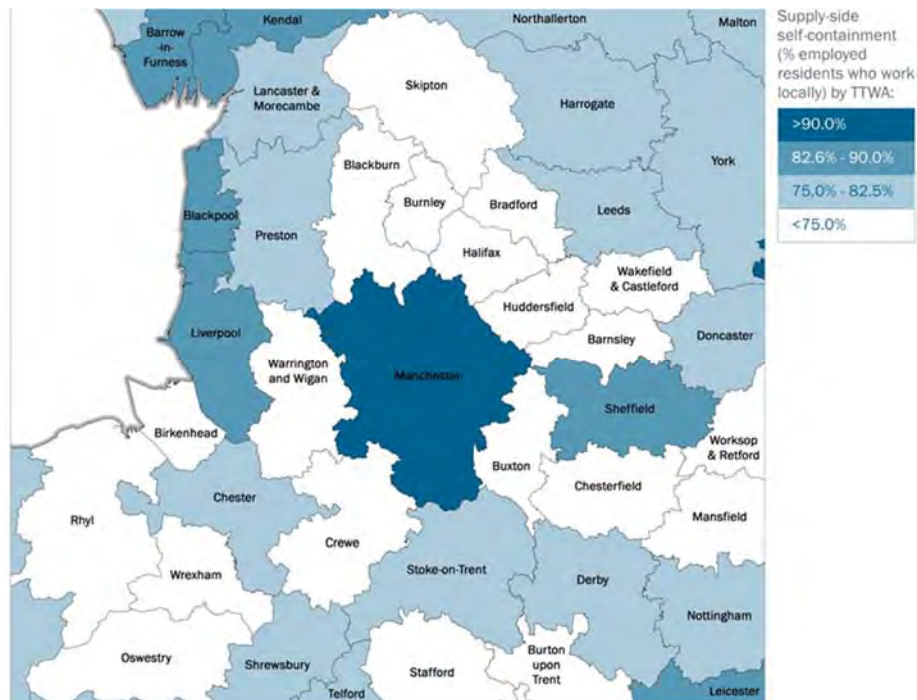
Figure 3.2 ONS Travel-to-Work Areas based on 2011 Census commuting data



Source: ONS (2015) Census 2011 Travel To Work Areas

- 3.13 At the time of the 2011 Census 68,144 residents lived and worked in Calderdale Borough, out of a total of 95,160 people working in the Borough. This means 71.6% of people working in the Borough also live there, which is below the 75% level considered to be a self-contained FEMA as defined by CLG guidance. Out of the 97,063 residents in employment who live in Calderdale 68,144 both live and work there. At 70.2% this is again too low to classify Calderdale as a self-contained FEMA based on this criterion alone.
- 3.14 Figure 3.3 shows the supply side self-containment of TTWAs. TTWAs where the percentage of employed residents who work locally is below 75% are shown in white. There is a clear trend towards rural authorities having lower levels of self-containment compared with large conurbations such as Manchester and Liverpool.

Figure 3.3 Supply side self-containment of TTWAs

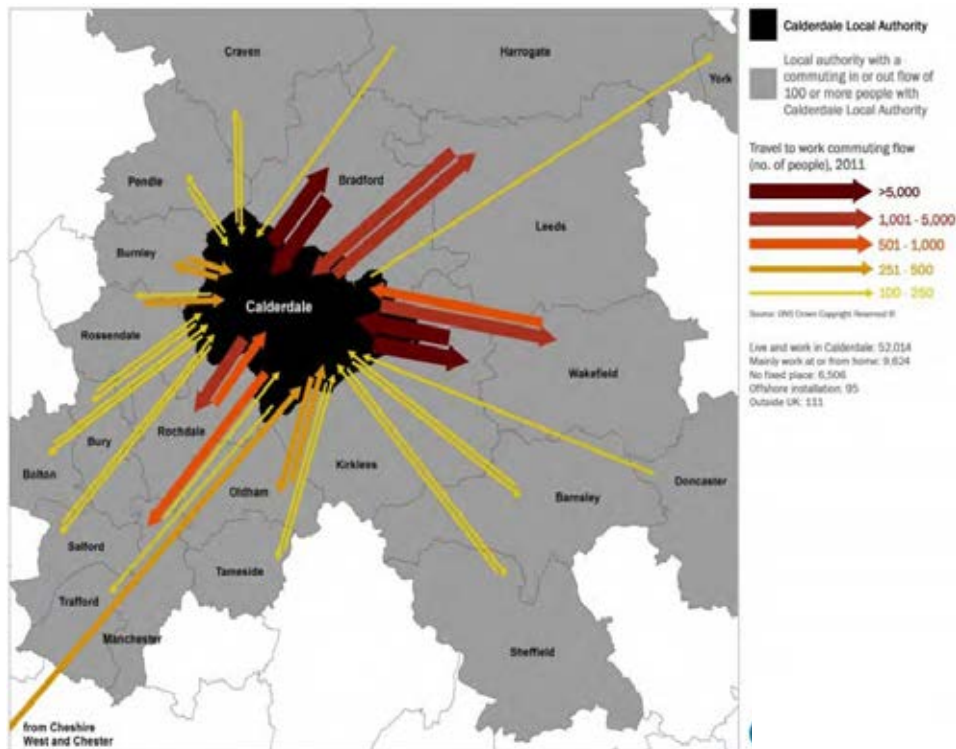


Source: ONS (2015) 2011 Census and ONS Geography GIS & Mapping Unit / Lichfields Analysis

3.15

Calderdale has a net outflow of 1,903 commuters. Whilst 27,016 people commute in to Calderdale, 28,919 people commute outwards. This indicates that Calderdale Borough's boundary and the Halifax TTWA (defined by ONS) overlaps with other TTWAs.

Figure 3.4 Commuting Flows



Source: Census 2011 / Lichfields' Analysis

- 3.16 A considerable number of people living in Calderdale commute out to Bradford (8,096) and Kirklees (7,387). Commuting linkages between Calderdale and other districts are presented in Appendix 6. The patterns of in-commuting follow the same trend with 10,196 people commuting in to Calderdale from Kirklees and 6,164 from Bradford. When considering all three authorities together self-containment exceeds 75% (Table 3.1). However, whilst commuting flows are a strong indicator of a FEMA, other factors are also relevant.

Table 3.1 Commuting Data and TTWA tests

	Residents in work	Workplace population	Live and work in area	Net commuters	FEMA Test #1	FEMA Test #2
Calderdale	97,063	95,160	68,144	-1,903	70.3%	71.7%
Calderdale and Kirklees	290,246	262,835	218,812	-27,411	90.6%	75.4%
Calderdale, Bradford and Kirklees	510,193	477,466	411,110	-31,727	93.6%	80.6%

Source: 2011 Census

- 3.17 Analysing the spatial distribution of businesses in the Borough helps to explain its relationships with other nearby areas. The largest concentrations of businesses are in Halifax, Brighouse and Elland. This would be expected from the size of these settlements, though it also highlights that businesses are clustered in the areas most accessible to the M62 and wider strategic road network. This makes it easier for people to commute and work in Calderdale.
- 3.18 Additionally, the biggest manufacturing and transport & storage businesses are located in Brighouse and Elland. As well as needing good transport accessibility these types of businesses need good labour market accessibility. Being located in Brighouse and Elland allows them to draw upon the labour market in Calderdale and the wider city region.
- 3.19 ONS jobs density data for 2016 shows that Calderdale has a job density of 0.85²¹. This is above the rates for Yorkshire and the Humber (0.80) and Great Britain (0.84), as well as being higher than all of nearby authorities with the exception of Leeds (Table 3.2). The jobs density data indicates that for every person aged 16-64 there is nearly one job available in Calderdale. This relatively high job density figure is likely to contribute to the signs of self-containment within Calderdale.

Table 3.2 Jobs Density in Calderdale and neighbouring authorities

Area	Jobs Density
Calderdale	0.85
Bradford	0.69
Burnley	0.81
Rossendale	0.57
Kirklees	0.67
Leeds	0.96
Rochdale	0.61
Wakefield	0.78
Yorkshire and the Humber	0.80
Great Britain	0.84

Source: ONS (2016) Jobs Density

²¹ ONS (2016) Jobs Density

Housing Market Area (HMA)

- 3.20 The Calderdale SHMA 2015 concludes that Calderdale can be considered a self-contained HMA. This was based on a range of factors but most specifically the analysis of migration flows using 2011 Census data. This found that self-containment in Calderdale (i.e. those living and moving elsewhere in Calderdale) to be in excess of 70%.

Summary

- 3.21 TTWA analysis based on 2011 Census commuting data suggests that Calderdale has levels of self-containment at or around 70%. When considered with Kirklees and Bradford the self-containment level exceeds 75% and would suggest that it would be reasonable to consider Calderdale, Bradford and Kirklees as a TTWA and in combination they may form a FEMA. However, the ONS (2015)²² study found Calderdale to be self-contained and labelled it the 'Halifax' TTWA. Moreover, TTWA self-containment does not automatically confirm a FEMA and whilst the PPG states there is no standard approach to defining a functional economic market area²³ it sets out other factors that can be considered when defining a FEMA including housing market area.
- 3.22 The evidence from the Calderdale SHMA (November 2015) suggests that both commuting and migration trends are relatively self-contained within Calderdale. For example, Census data on migration suggests that, when a person in Calderdale decides to move, over 70% remain within the Borough²⁴. The SHMA concludes that Calderdale is a self-contained HMA.
- 3.23 Furthermore, when considering the spatial economic context of Calderdale compared to nearby authorities; Calderdale has one of the highest job densities of any Yorkshire authority (0.85). This means that for each person in Calderdale there is nearly one job available.
- 3.24 Overall, considering the relatively high level of commuting self-containment, the ONS (2015) study that considers Calderdale as the 'Halifax' TTWA, coupled with the findings of the 2015 SHMA, it is considered reasonable to view Calderdale as a self-contained FEMA.

Economic Performance

- 3.25 The Office for Budget Responsibility's economic outlook estimates Gross Domestic Product [GDP] growth of 2.0% in 2016²⁵. Forecast growth for the rest of the decade is 2.1% on average per year. The outlook was released in March 2016, before the result of the EU referendum was revealed.
- 3.26 Gross Value Added [GVA] is a measure of the total value of all goods and services generated by individuals and corporations within a given area. The latest data shows that Yorkshire and the Humber generated £106.5bn of GVA in 2014; 6.6% of the UK's total £1,618.4bn²⁶. Calderdale and Kirklees generated £11.3bn of GVA, a quarter of West Yorkshire's GVA (£47.1bn) or 10.6% of Yorkshire and the Humber's total GVA²⁷.
- 3.27 Between 1997 and 2014 the annual GVA generated in Calderdale and Kirklees increased by £5.3bn with a 3.5% compound annual growth rate. This is comparable to the growth rate of West Yorkshire (3.5%) and Yorkshire and the Humber (3.6%) but slower than the UK's GVA growth of 4.1%.

²² Commuting to work, Changes to Travel to Work Areas: 2001 to 2011 (ONS, December 2015)

²³ Practice Guidance Ref. 2a-012-20140306

²⁴ Calderdale SHMA November 2015

²⁵ Office for Budget Responsibility (March 2016) Economic and Fiscal Outlook – March 2016

²⁶ ONS (December 2015) Regional GVA

²⁷ Note data are only available for Calderdale and Kirklees

3.28 Table 3.3 summarises the change in GVA in Calderdale and Kirklees and the comparison areas between 1997 and 2014.

Table 3.3 Change in GVA 1997 to 2014

	1997	2014	1997 to 2014		
			No.	%	CAGR
Calderdale and Kirklees	£6,069m	£11,335m	£5,266m	86.8%	3.5%
West Yorkshire	£24,527m	£47,117m	£22,590m	92.1%	3.7%
Yorkshire and The Humber	£56,117m	£106,467m	£50,350m	89.7%	3.6%
UK	£791,979m	£1,618,346m	£826,367m	104.3%	4.1%

Source: ONS (July 2016) Regional GVA

Business Demography

3.29 There are around 8,000 businesses in Calderdale²⁸. Like the rest of the region (and also the UK as a whole) the majority of these companies are Small and Medium-sized Enterprises [SMEs] with 0 to 249 employees. Calderdale, the Leeds City Region and Yorkshire and the Humber, all have a higher proportion of small businesses with 10 to 49 employees than the UK as a whole. Calderdale also has a greater proportion of medium-sized businesses with 50 to 249 employees than all the comparison areas. Table 3.4 summarises the business stock in Calderdale Borough against selected comparator areas.

Table 3.4 Business Stock and Size (2016)

Employment Size band	Calderdale		Leeds City Region		Yorkshire and the Humber		UK	
Total	7,925	100%	101,695	100%	177,930	100%	2,554,510	100%
Micro (0 to 9)	6,980	88.1%	89,495	88.0%	156,275	87.8%	2,277,480	89.2%
Small (10 to 49)	775	9.8%	9,950	9.8%	17,820	10.0%	227,450	8.9%
Medium (50 to 249)	155	2.0%	1,820	1.8%	3,160	1.8%	39,890	1.6%
Large (250+)	20	0.3%	430	0.4%	680	0.4%	9,690	0.4%

Source: ONS (2016) Inter Departmental Business Register - Enterprises

3.30 The balance of business births and deaths in Calderdale was relatively flat between 2009 and 2012²⁹. However, in both 2013 and 2014 business births outnumbered deaths, resulting in an increase in the business stock. Figure 3.5 illustrates the balance of business births and deaths in Calderdale.

²⁸ ONS (2016) Inter Departmental Business Register - Enterprises

²⁹ ONS (2015) Business Demography - 2014

Figure 3.5 Business Births and Deaths in Calderdale



Source: ONS (2015) Business Demography - 2014

3.31

Between 2009 and 2014 the business stock in Calderdale grew by 755 units, taking into account annual change between 2009 and 2014. Overall, over the 5-year period to 2014, the number of active enterprises increased by 6.7% in Calderdale Borough which is a slightly higher level of growth than Yorkshire and the Humber (6.0%) but less than the UK (8.9%). However, over the same period Calderdale also had fewer business deaths as a proportion of the business stock. This may mean that whilst Calderdale may not be creating new businesses at the same rate as the UK, the business population is more resilient. Table 3.5 shows the percentage of business births and deaths proportionate to the business stock between 2009 and 2014.

Table 3.5 Business Births and Deaths as a Percentage of Business Stock

		2009	2010	2011	2012	2013	2014
Births	Calderdale	10.2%	9.6%	9.8%	10.9%	13.4%	11.5%
	Yorkshire and the Humber	10.2%	9.9%	10.5%	10.8%	13.7%	13.4%
	UK	10.1%	10.0%	11.2%	11.4%	14.1%	13.7%
Deaths	Calderdale	10.8%	9.8%	8.7%	10.0%	8.1%	8.4%
	Yorkshire and the Humber	12.1%	11.1%	10.0%	10.9%	9.9%	9.8%
	UK	11.8%	10.6%	9.8%	10.6%	9.7%	9.6%

Source: ONS (2015) Business Demography

Labour Market

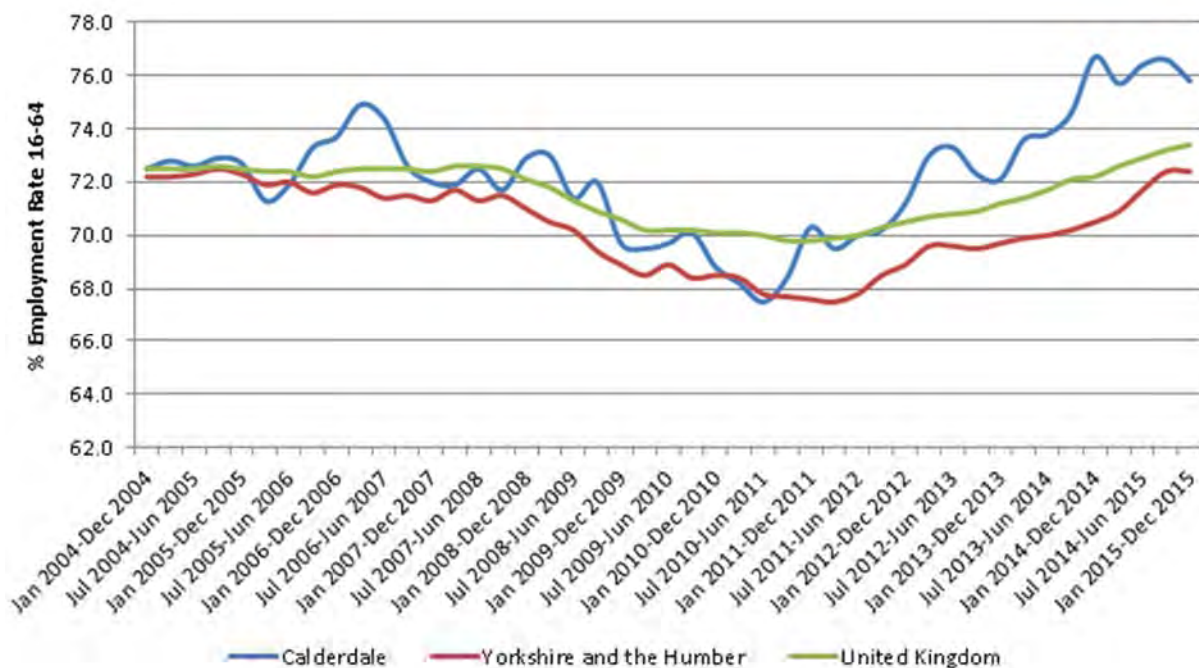
Employment

3.32

The labour market in Calderdale comprises 98,800 economically active people aged 16-64; a rate of 75.8%³⁰. This is higher than the equivalent rate for the Yorkshire and the Humber region (72.4%) and the UK rate (73.4%). The size of the economically active population decreased in Calderdale in 2008 and 2010 in response to the adverse economic climate, although overall it has increased by 6.4% over the past decade. This is slightly above the UK rate of growth (at 5.9%), but significantly in excess of the overall Yorkshire and Humber growth rate, of 3.1% over the same time period.

³⁰ ONS (2016) Annual Population Survey 2005 to 2015

Figure 3.6 Employment Rate 2005 to 2016 (%)



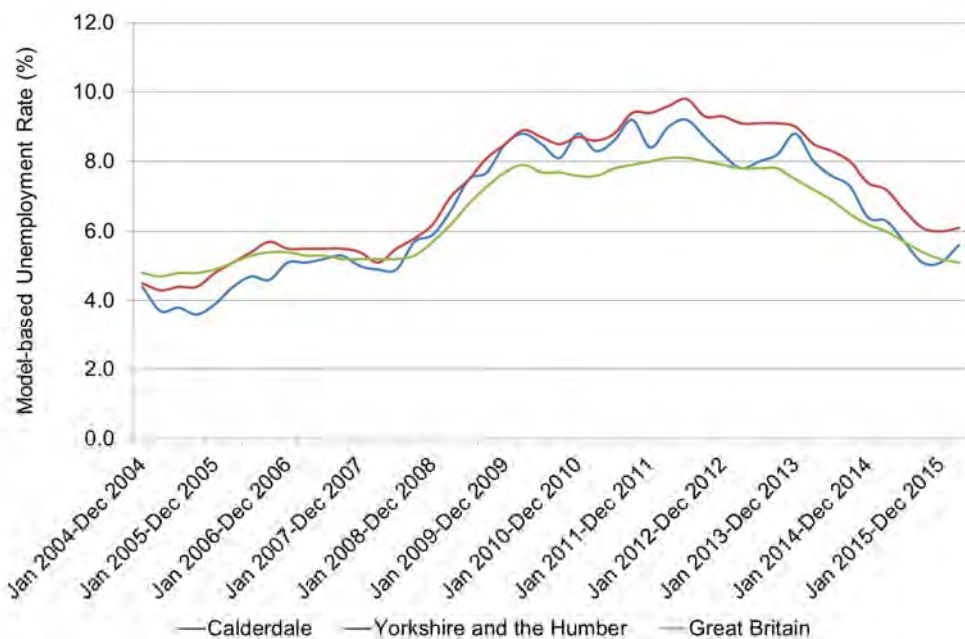
Source: ONS (2016) Annual Population Survey 2005 to 2016

3.33

There are currently 6,000 people aged 16 or above who are unemployed in Calderdale³¹. Figure 3.7 illustrates the model based estimate of unemployment between 2004 and 2016. Unemployment in Calderdale peaked at 9.2% in the year to September 2011 and again in the year to June 2012, but has since fallen gradually to 5.6%. This remains higher than the rest of the UK (5.1%) but lower than Yorkshire and the Humber (6.1%).

³¹ ONS (2016) Annual Population Survey – Model Based Unemployment

Figure 3.7 Model Based Unemployment Rate (%)

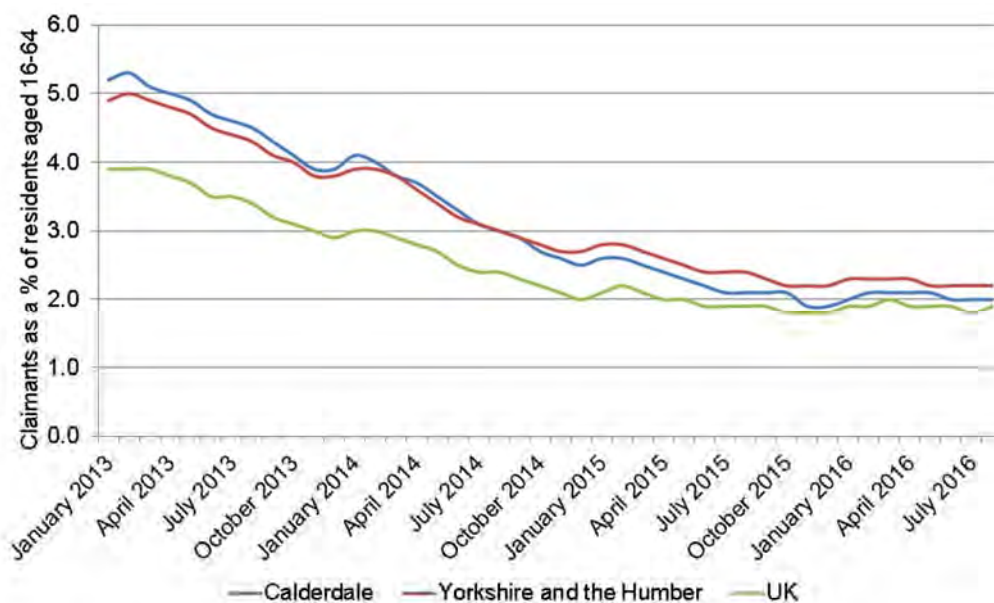


Source: ONS (2016) Annual Population Survey - Model Based Unemployment

3.34

Changes to the benefit system have made it difficult to undertake longitudinal analysis of benefit claimant rates. With this caveat in mind, Figure 3.8 presents the work-related benefit claimant count rate between January 2013 and August 2016.

Figure 3.8 Work Related Benefit Claimant Count Rate in Calderdale (%)



Source: ONS (2016) Claimant Count

3.35

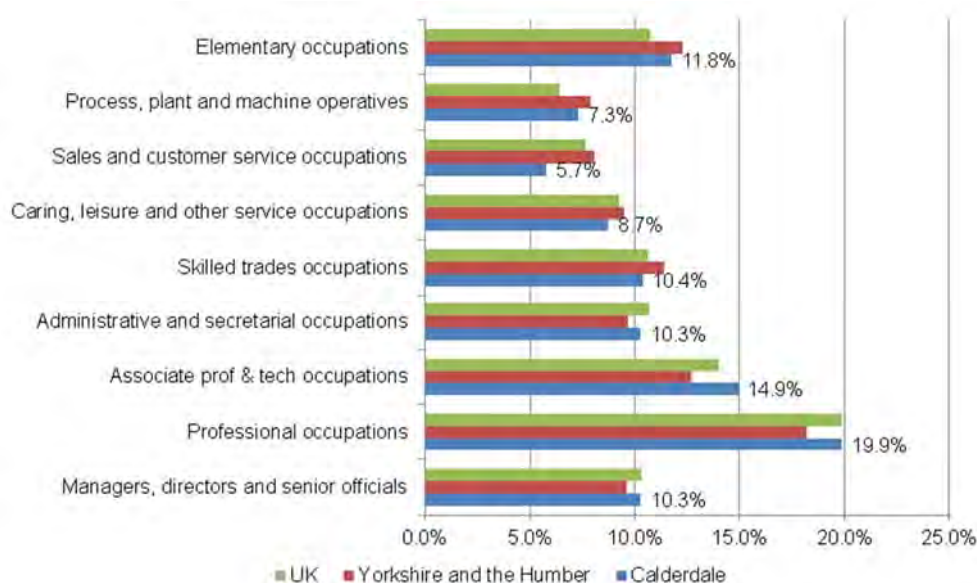
This data series includes people claiming Job Seekers Allowance as well as out of work residents claiming Universal Credit. The Figure indicates that the claimant count has been steadily decreasing in Calderdale and all of the comparison areas. Until July 2014 the claimant count rate was highest in Calderdale, although it has since dropped and is now close to the national average.

Sectors

Occupations

- 3.36 Figure 3.9 shows the workforce occupations based in Calderdale compared to the Leeds City Region and the UK. The profile of occupations is similar across all three areas, although Calderdale has a high proportion of people employed in professional and associate professional & technical occupations. In contrast to the Yorkshire and the Humber and UK, Calderdale has a much lower proportion of residents working in sales and customer service occupations.

Figure 3.9 Workforce Occupations (2016)



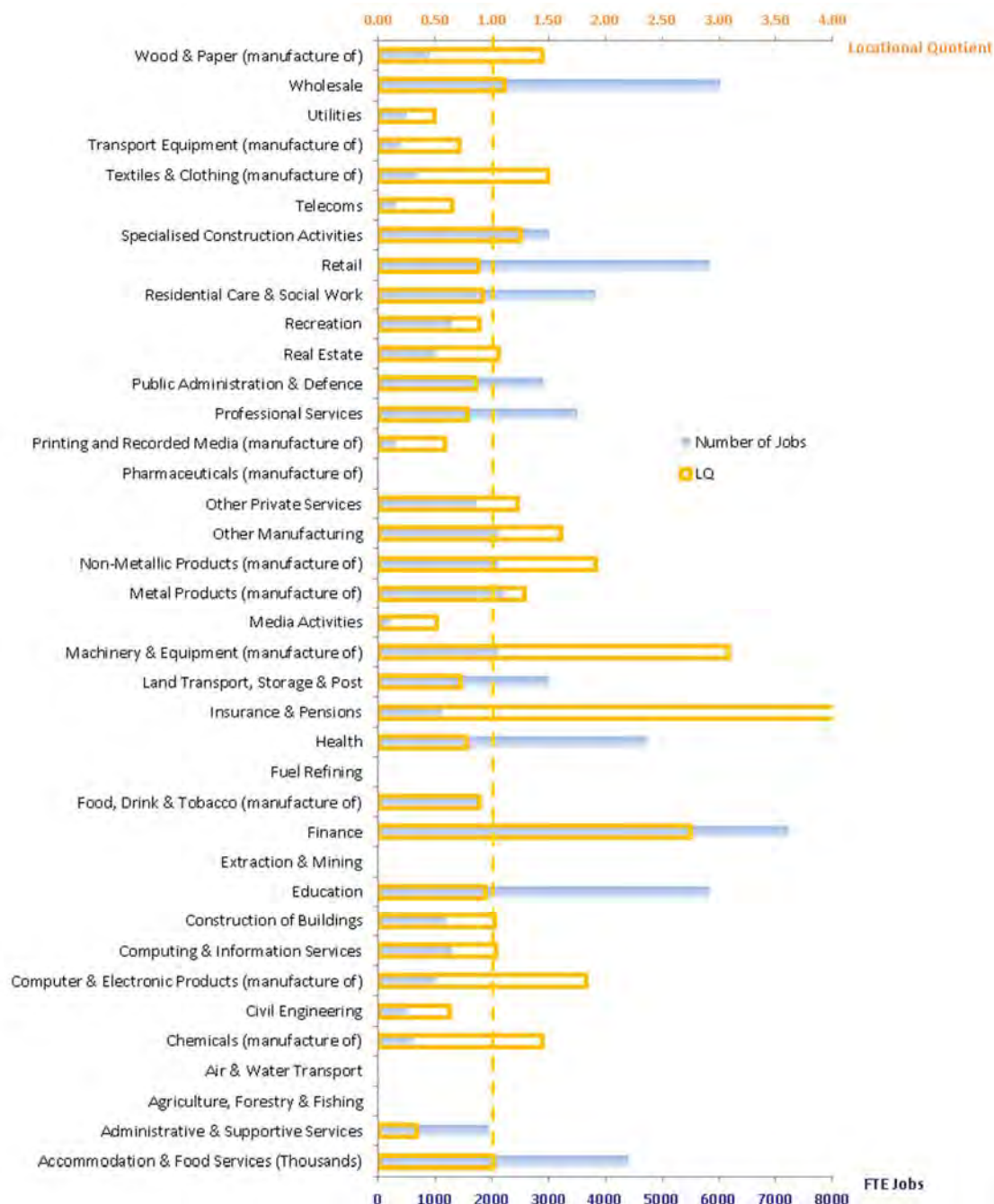
Source: ONS (2016) Annual Population Survey

Location Quotients

- 3.37 Consultations with stakeholders highlighted that whilst recent government policy has focused on spatial led growth models, there is an increasing need for and shift towards sector based growth models. In particular, the potential of the professional services and financial sector in Calderdale was highlighted as a key area for potential future growth.
- 3.38 In order to identify the full economic potential of Calderdale, it is important to consider which industrial sectors are best placed to drive future growth. This is informed by an understanding of which sectors are under or over-represented in terms of local employment and their recent growth performance.
- 3.39 Figure 3.10 assesses Calderdale's current sectoral strengths through the use of location quotients, which measure the proportion of employment in an industry at the local authority level relative to the regional average. In the graph, the location quotients are shown using an orange bar. A value above 1.0 denotes a higher local representation of a sector compared to the Yorkshire and the Humber average, whilst anything below 1.0 signifies an under-representation. The further the orange bar is from 1.0, the greater the extent of any over or under-representation. In addition, the blue bars show the absolute level of employment within Calderdale accounted for by each sector.
- 3.40 The graph indicates that the Borough has an extremely strong employment representation in Insurance and pensions, finance, machinery & equipment manufacture, and computing and

electronic products manufacturing (11.7, 2.8, 3.1 and 1.8 times the regional averages respectively). Financial services also employ very high levels of workers in absolute terms.

Figure 3.10 Location Quotients of Economic Sectors in Calderdale, 2016



Source: Experian 2016 /Lichfields Analysis

3.41

This is hardly a surprising finding - the Lloyds Banking Group (via the Halifax brand) is by far the biggest private sector employer³² in Calderdale, employing more than 6,000 employees at its Trinity Road and Copley Data Centre sites in the Borough. This was followed by Marshalls plc

³² Source: Major Employer database 2009

(1,100), Royal Sun Alliance (870), Nestle (580), Crosslee plc (500) and First West Yorkshire (480).

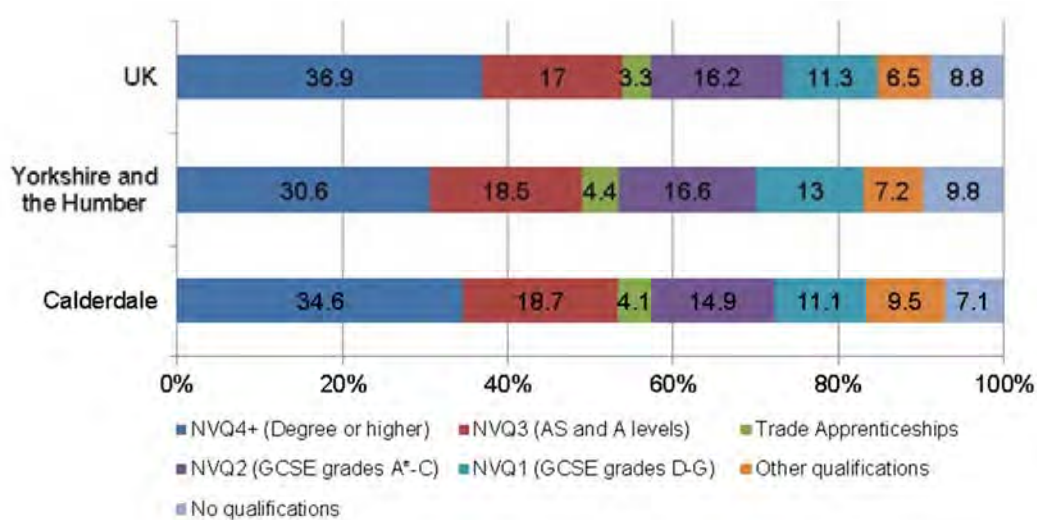
3.42 As a result, the largest industrial sectors based in Calderdale are (unsurprisingly) the Financial and Other Business Services (employing 24% of FTE jobs based in the Borough, a larger percentage than regional (22%) and national (22%) averages); Public Administration, Education And Health (employing 23% of working residents, below the regional (26%) and national (27%) averages); and Manufacturing (employing 19% of working residents, a larger percentage than regional (13%) and national (9%) averages).

3.43 The graph also illustrates the comparatively low rate of employment in the more public-sector-orientated sectors of the economy such as health (0.77), education (0.94), residential care and social work (0.93) and public administration and defence (0.86). Because there are already comparatively few public sector jobs in Calderdale, the impact of the Government's ongoing austerity measures are likely to be less, and the economy is likely to be more resilient as there are fewer jobs for the measures to have an adverse impact on.

Skills and Qualifications

3.44 The working age population (16 to 64) in Calderdale is relatively well qualified. More than a third are qualified to degree level or higher which is more than the Leeds City Region though below the UK level. Nearly a fifth are qualified to AS and A level equivalent in Calderdale which is higher than the other comparison areas. There are also a lower proportion of people with no qualifications in Calderdale Borough.

Figure 3.11 Qualifications of Working Age Population (2015)



Source: ONS (2016) Annual Population Survey

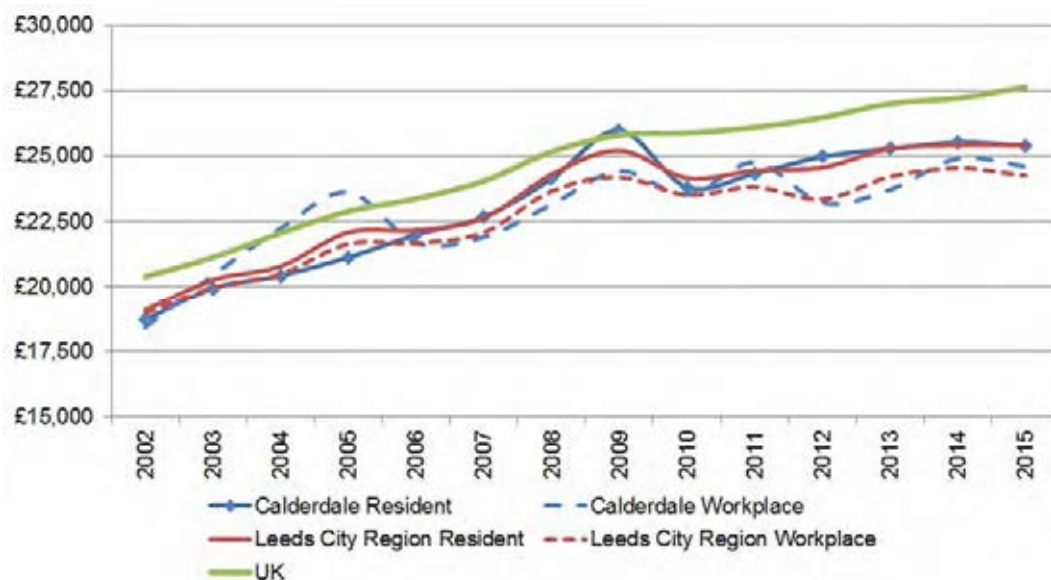
Earnings

3.45 Whilst earnings in Calderdale have been increasing over the last decade they have failed to keep up with the UK's level of growth. Resident earnings in Calderdale (£25,405 - gross median annual pay) are £802 higher than workplace earnings (£24,603)³³. Whilst resident and workplace earnings in Calderdale are comparable to the Leeds City Region, they are below the UK median of £27,645.

³³ ONS (2016) Annual Survey of Hours and Earnings

- 3.46 Between 2002 and 2015 resident earnings in Calderdale increased at the same rate as the UK (2.4% per year). This was above the Leeds City Region rate of 2.2% per year. However, resident earnings in Calderdale have yet to return to the pre-recession peak of £25,986 when they were also above the UK average. Growth in earnings has been relatively flat in recent years whilst the UK average has continued to grow and over taken Calderdale.

Figure 3.12 Resident and Workplace Gross Annual Median Earnings



Source: ONS (2016) Annual Survey of Hours and Earnings

- 3.47 Table 3.6 shows percentile earnings groups in Calderdale and the UK for 2015. Percentile groups show the earnings figure below which that proportion of employees fall. For example, the 20 percentile group represents the earnings figure below which the 20% of lowest-earners fall. This suggests that Calderdale lags behind the UK across all earnings groups, and is behind Yorkshire and the Humber up to the 40-percentile group. It should be noted that data is unavailable for the Leeds City Region and also for Calderdale for the 80-percentile group.

Table 3.6 Percentile Earnings Groups (2015)

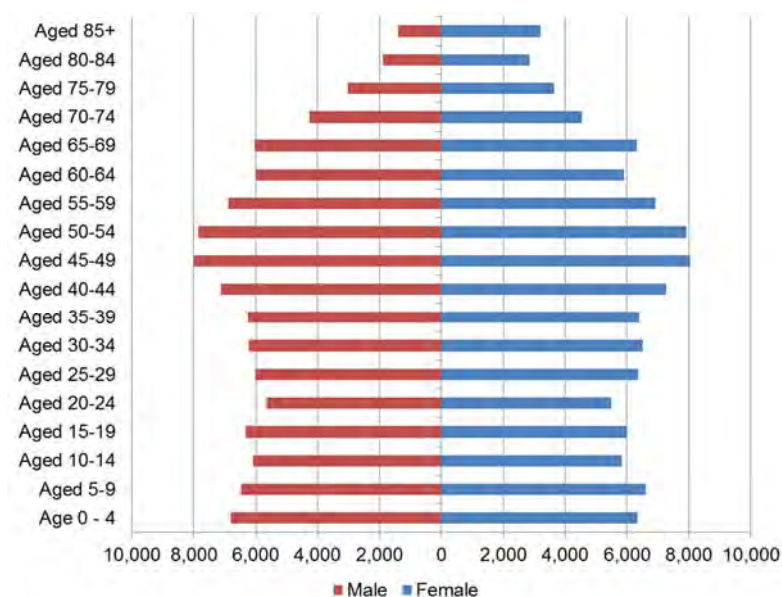
Percentile Group	Calderdale		Yorkshire and the Humber		UK
	Resident	Workplace	Resident	Workplace	
20%	£16,876	£17,560	£17,023	£17,077	£18,148
40%	£22,223	£21,934	£22,190	£22,334	£24,187
60%	£29,121	£27,764	£28,580	£28,661	£31,449
80%	Unavailable	Unavailable	£37,714	£37,894	£42,257

Source: ONS (2016) Annual Survey of Hours and Earnings

Population Demographics

- 3.48 Figure 3.13 shows Calderdale's age and gender structure in 2015. The Mid-Year Population Estimates for that year suggests that, of Calderdale's 208,400 resident population, for most age groups Calderdale's population is split relatively evenly between females and males. However, this trend changes for ages 75 or older where it becomes increasingly skewed towards females.

Figure 3.13 Calderdale Population Gender and Age Structure (2015)



Source: ONS 2015-based Mid-Year Population Estimates

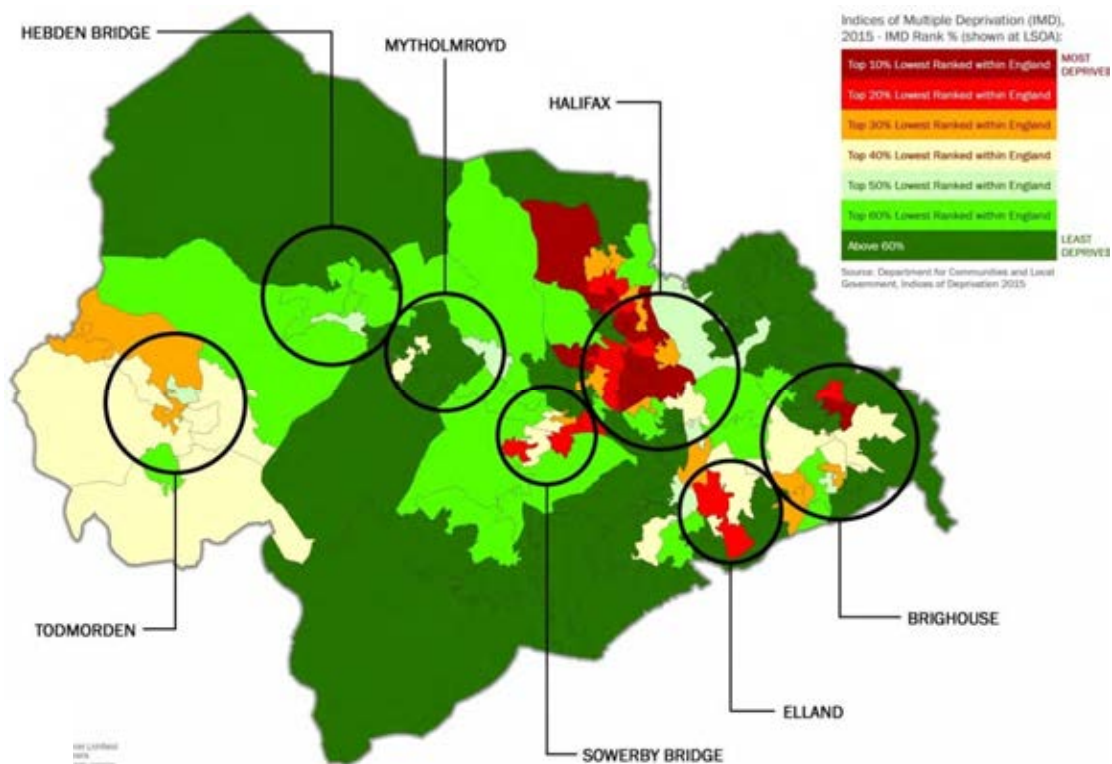
- 3.49 Nearly two thirds of Calderdale's population are of working age between 16 and 64 (62.6%); a slightly lower proportion than the Leeds City Region (63.4%) and the UK (63.3%). Nearly a fifth of Calderdale residents are under 15 years of age, approximately the same proportion as the Leeds City Region (19.5%) but higher than the UK (18.8%). Calderdale Borough has the same proportion of people aged 65 or older as the UK (17.8%), higher than the rest of the Leeds City Region (17.0%).

Deprivation

- 3.50 Calderdale has relatively high levels of deprivation, with a ranking of 96th (based on rank of average rank³⁴) out of 326 local authority areas based on the Indices of Multiple Deprivation (2015). This places the Borough within the 30% most deprived in England. This represents a fall of 14 places from its 2010 ranking. As can be seen from Figure 3.14, there is considerable variation in terms of deprivation across the Borough, with long term unemployment and worklessness remaining entrenched in pockets of deprivation in Halifax and to a lesser extent Elland and Brighouse. Overall, 19 LSOAs of the 128 in the Borough fall within the 10% most deprived nationally. In contrast, five LSOAs in the surrounding rural areas are ranked as being the 10% least deprived nationally.

³⁴The Index of Multiple Deprivation ranks every small area in England from 1 (most deprived area) to 32,844 (least deprived area). The 'rank of average rank' measure is calculated by averaging all of the LSOA ranks in each local authority district. For the purpose of the calculation, LSOAs are ranked such that the most deprived LSOA is given the rank of 32,844. The LSOA ranks are population weighted within a local authority district to take account of the fact that LSOA size can vary.

Figure 3.14 Levels of Deprivation within Calderdale Borough



Source: DCLG (2015) Indices of Multiple Deprivation

SWOT Analysis

3.51

Table 3.7 provides an analysis of the Strengths, Weaknesses, Opportunities and Threats [SWOT] facing Calderdale. This draws upon the analysis in this section to consider the main implications for employment land in the Borough.

Table 3.7 SWOT analysis

Current Strengths	Current Weaknesses
<ul style="list-style-type: none"> • Greater representation of financial services companies than the region or UK • Indigenous and new businesses moving to Calderdale can get 100% relief on new business rates for up to 12 months • Excellent access to the M62 Motorway • Growing visitor economy and cultural assets such as the Piece Hall and Eureka • Diverse economy well positioned to weather uncertain economic future • High proportion of SMEs with excellent potential for future growth, meaning that Calderdale is not overly dependent on large companies that could relocate elsewhere • Proximity to key growth areas of Leeds and Manchester • Lower business death rate than the region or UK • Well qualified workforce • More people working in managerial and professional occupations than region or UK • Lower workplace earnings are attractive to businesses 	<ul style="list-style-type: none"> • Resident earnings are low compared to the UK • Hotspots of deprivation driven by lower incomes and fewer employment opportunities • Risk of ongoing job cuts and restructuring by key employers • Business and employment sectors favour other types of employment space above offices • Quality of some existing premises are unsuitable for the needs of modern businesses • Comparatively low economic activity rates of residents
Current Opportunities	Current Threats
<ul style="list-style-type: none"> • Service sector forecast to drive future job growth • Likely to benefit from overspill and multiplier effects from the M62 Corridor EZ, of which Clifton is located within Calderdale • Former mill buildings offer regeneration opportunities and could act as catalyst for wider economic growth • Strong job prospects in key service sectors forecast • Comparatively low reliance on public sector employment likely to help future resilience given ongoing austerity measures • Large base of smaller businesses means their space requirements are more flexible than a large number of large businesses • More accessible areas in the south of the Borough are driving demand for employment space 	<ul style="list-style-type: none"> • Lack of large premises greater than 50,000 sq ft could restrict inward investment opportunities • Economic uncertainty arising from macro-economic and political changes • Some key local businesses occupy sites which do not meet their needs • Short supply of fit-for-purpose industrial premises and oversupply of office space • Topography and flood risk limits the amount of land available for businesses and raises the risk of conflicts with neighbouring uses

4.0

Overview of Employment Space

Introduction

4.1

This section provides an overview of the current stock of B-Class employment space in Calderdale Borough. It also summarises recent trends and changes to supply. The analysis has focused on the three main types of employment uses; office [B1 a/b], manufacturing and light industrial [B1c/B2] and warehousing and distribution [B8].

4.2

This analysis uses data from the following sources:

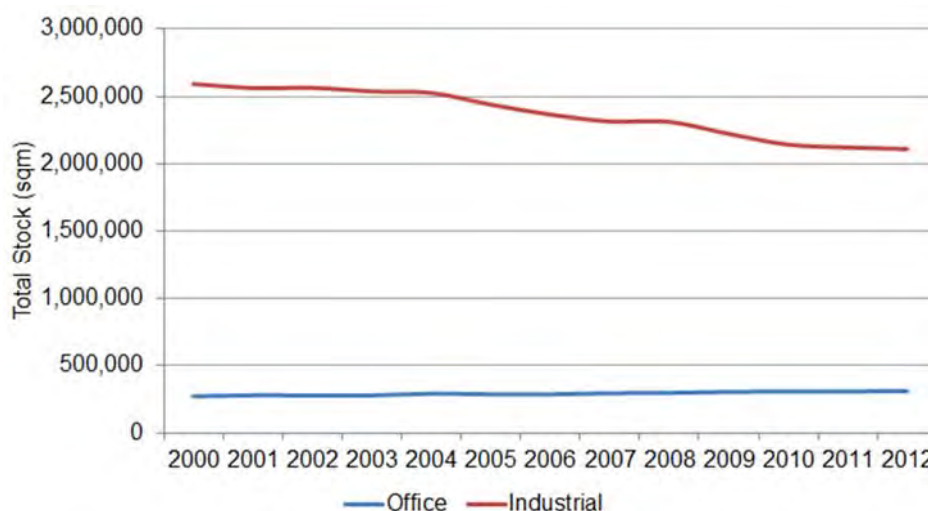
- 1 Commercial floorspace data from the ONS and various datasets from the Valuation Office Agency [VOA];
- 2 Monitoring data on commercial space from Calderdale Metropolitan Borough Council; and
- 3 EGi Property Link database and other commercial property sources.

Current Employment Space Stock

4.3

In total, Calderdale has approximately 2.4 million sqm of employment land, of which 87% is industrial³⁵. Figure 4.1 shows that over the period 2000 to 2012 commercial office space in Calderdale increased by 14%, to approximately 310,000 sqm. In comparison the increase in the office floorspace across Yorkshire and the Humber was 24%. In contrast, total industrial space shrank by 19% over the same period, to approximately 2.11 million sqm, compared with just a 0.2% decrease across Yorkshire and the Humber as a whole.

Figure 4.1 Stock of Employment Space (2000 to 2012)



Source: Valuation Office Agency (2012) Floorspace Statistics

Spatial Distribution

4.4

Figure 4.2 shows the spatial distribution of employment space across Calderdale. Figure 4.3 zooms in to provide more detail for Halifax town whilst Figure 4.4 shows Brighouse and Elland. The figures show the size of different types of employment space based on the records held by the Valuation Office Agency.

³⁵ Valuation Office Agency (2012) Floorspace Statistics

4.5

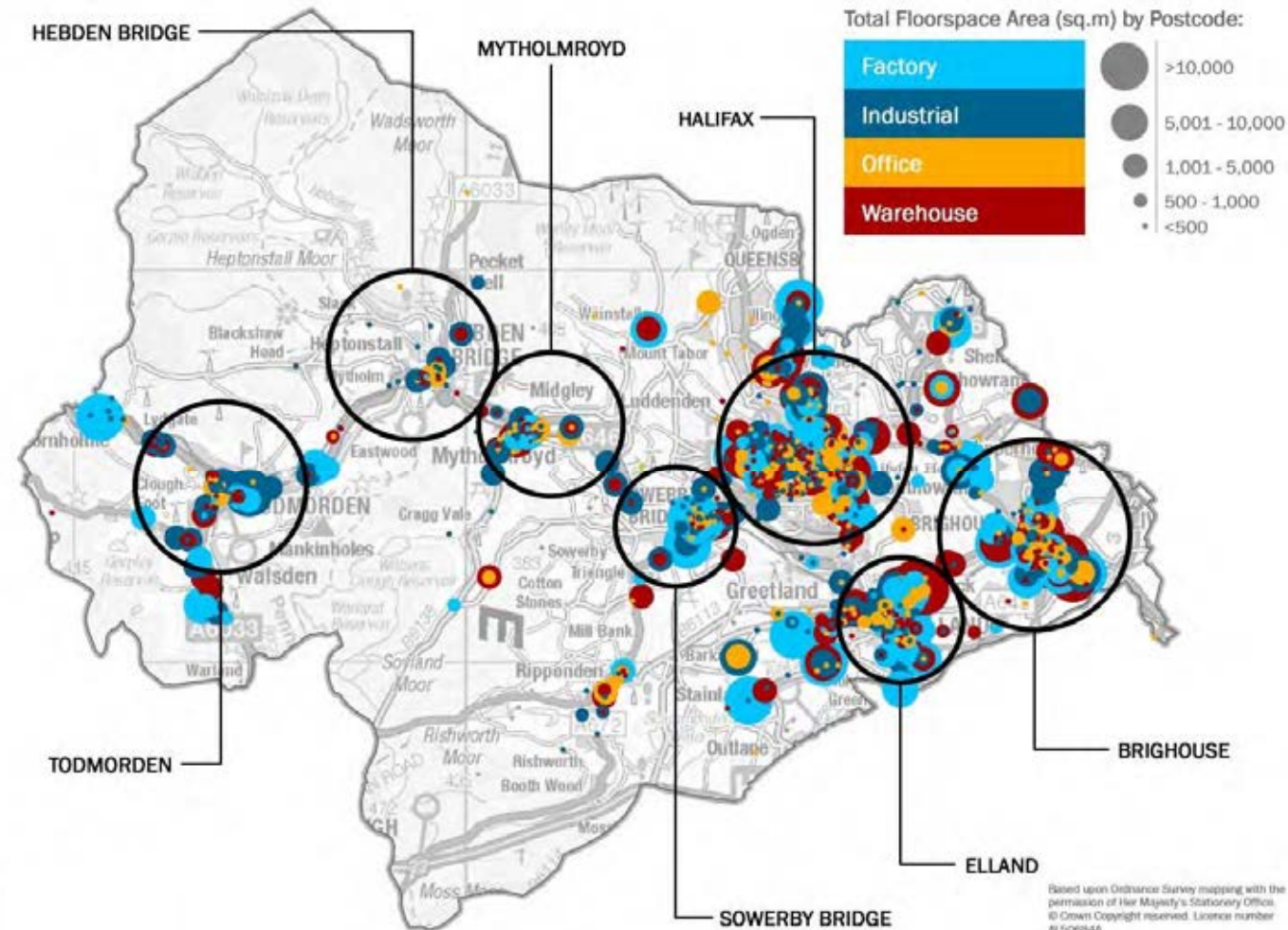
The distribution of employment space accurately reflects the economic geography of the Borough. As can be seen in Table 4.1 and Figure 4.2, businesses are clustered in the east around Halifax, Brighouse and Elland, whilst in the rest of the Borough businesses are concentrated along the valley floors reflecting the constrained topography. Halifax contains almost three quarters of the Borough's office space and almost half of all commercial/industrial floorspace overall, whilst Elland Brighouse have particularly high levels of B8 Warehousing. There is a notable lower density of floorspace in the west of the Borough.

Table 4.1 Spatial Distribution of employment floorspace in Calderdale

	B1a Office		Factory/Industrial B1c/B2		Warehouse B8		Total	
Brighouse	21,270	7.7%	195,953	17.3%	162,555	22.1%	379,777	17.7%
Elland	20,779	7.5%	197,530	17.4%	174,437	23.8%	392,747	18.3%
Halifax	205,451	74.4%	512,776	45.3%	308,139	42.0%	1,026,366	47.9%
Hebden Bridge	15,548	5.6%	46,638	4.1%	31,285	4.3%	93,471	4.4%
Sowerby Bridge	7,257	2.6%	87,472	7.7%	36,663	5.0%	131,391	6.1%
Todmorden	6,004	2.2%	92,404	8.2%	21,255	2.9%	119,662	5.6%
TOTAL	276,308	100.0%	1,132,772	100.0%	734,334	100.0%	2,143,415	100.0%

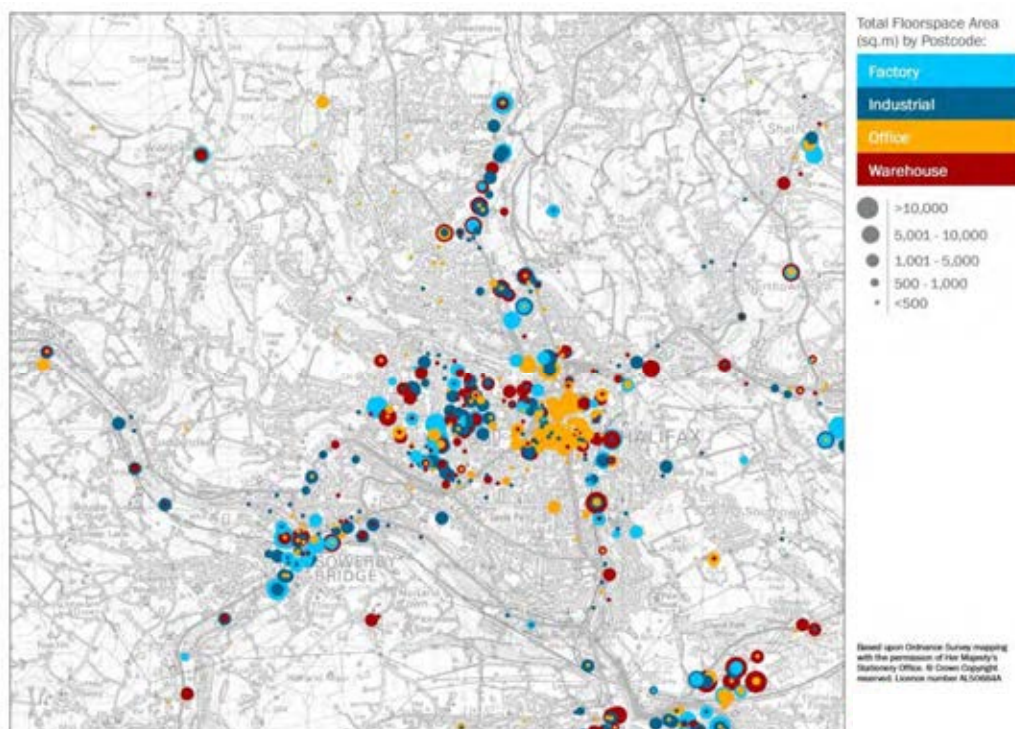
Source: VOA 2016

Figure 4.2 Spatial distribution of employment space in Calderdale



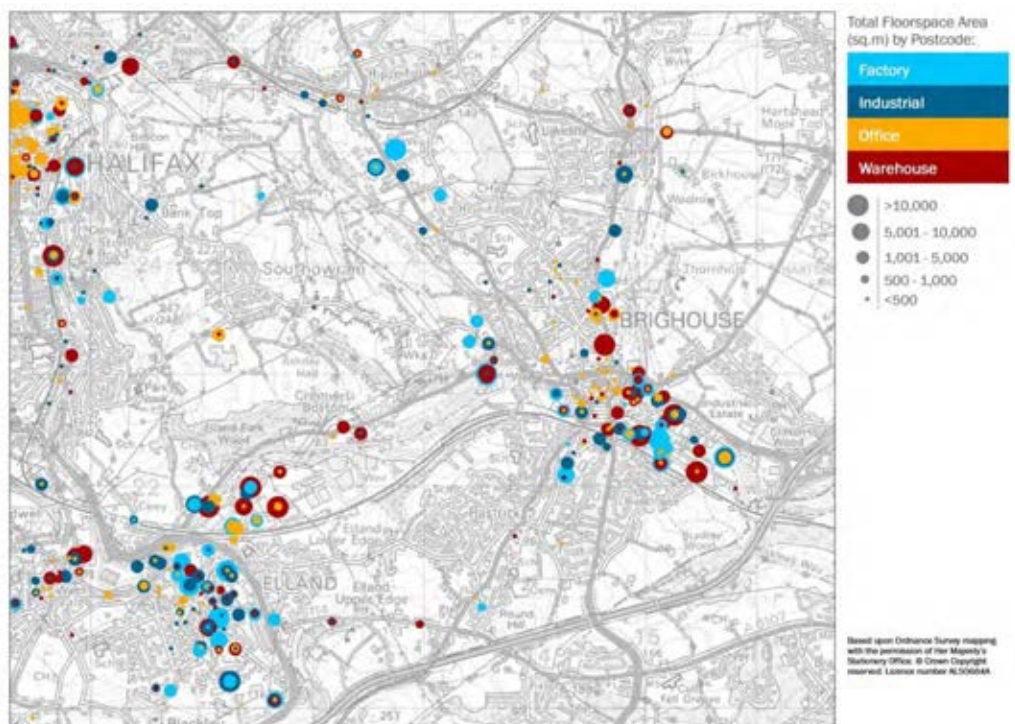
Source: Valuation Office Agency (2016) Rateable Value of Business Premises

Figure 4.3 Spatial distribution of employment space in Halifax



Source: Valuation Office Agency (2016) Rateable Value of Business Premises

Figure 4.4 Spatial distribution of employment space in Brighouse and Elland



Source: Valuation Office Agency (2016) Rateable Value of Business Premises

Development Rates

Completions

- 4.6 Until recently, CMBC collated data on the development of employment land for Annual Monitoring purposes. Take-up (i.e. completion) of floorspace for employment development has been provided from 2006/07 onwards from this source; from the 2008 Borough-wide ELR for the preceding period stretching back to 2002/03; and from Calderdale Officers for the past 2 years (for which no published records are currently available). The data is displayed in Table 4.2.

Table 4.2 Gross Employment Completions in Calderdale 2002/03 to 2015/16 (sqm/ha)

Year	B1a	B1b	B1c	B2	B8	Total
2002/03	6,000	0	0	1,926	1,763	9,689
2003/04	2,947	0	0	20,658	5,375	28,980
2004/05	1,255	0	0	1,850	16,806	19,911
2005/06	8,063	0	0	2,890	14,321	25,274
2006/07	5,743	0	0	9,698	12,181	27,622
2007/08	1,487	0	0	4,116	20,568	26,171
2008/09	9,692	250	0	5,100	5,179	20,221
2009/10	3,075	0	161	1,100	1,090	5,426
2010/11	863	112	224	22,921	1,760	25,880
2011/12	1,177	0	3,716	1,261	0	6,154
2012/13	7,076	0	696	2,072	5,282	15,126
2013/14	1,580	0	29	5,056	1,000	7,665
2014/15	2,336	0	0	2,738	2,900	7,974
Total	51,294	362	4,826	81,386	88,225	226,093
Annual average (sqm)	3,946	28	371	6,260	6,787	17,392
Annual average (ha)	0.99	0.01	0.09	1.57	1.70	4.35

Source: CMBC 2008 ELR / Annual Monitoring Reports 2006/07 to 2013/14 / CMBC Officers 2014/15

- 4.7 The Table indicates that completions in the period 2002/03 to 2014/15 totalled over 225,000 sqm, or almost 17,400 sqm annually. By applying a standard plot ratio of 40%, this would suggest a total land take up of just over 4.3 hectares annually. The majority of these completions have related to either B2 (6,260 sqm annually) or B8 (6,787 sqm) industrial developments. The larger schemes have included the construction of four industrial units at Railway Cutting, Halifax in 2010/11 (comprising 22,370 sqm); the construction of new light industrial use (use class B1 (c) with ancillary showroom and offices, at Spa Field Mills, Elland (3,716 sqm, in 2011/12); 3,325 sqm of new office space as part of a wider mixed use development at Broad Street car park, Halifax in 2012/13 amongst others.

Losses

- 4.8 The losses of employment land from 2008/09 to 2014/15 are summarised in Table 4.3.

Table 4.3 Losses of Employment Space in Calderdale 2008-09 to 2015-16 (ha)

Year	B1a	B1b	B1c	B2	B8	Total
2008/09	3,145	0	0	6,139	170	9,454
2009/10	1,016	0	0	26,843	2,562	30,421
2010/11	225	0	324	3,860	265	4,674
2011/12	1,028	0	272	1,482	240	3,022
2012/13	3,249	0	996	11,715	3,551	19,511
2013/14	754	0	950	8,796	4,345	14,845
2014/15	2,652	0	746	3,101	0	6,499
Total	12,069	0	3,288	61,936	11,133	88,426
Annual average (sqm)	1,724	0	470	8,848	1,590	12,632
Annual average (ha)	0.43	0.00	0.12	2.21	0.40	3.16

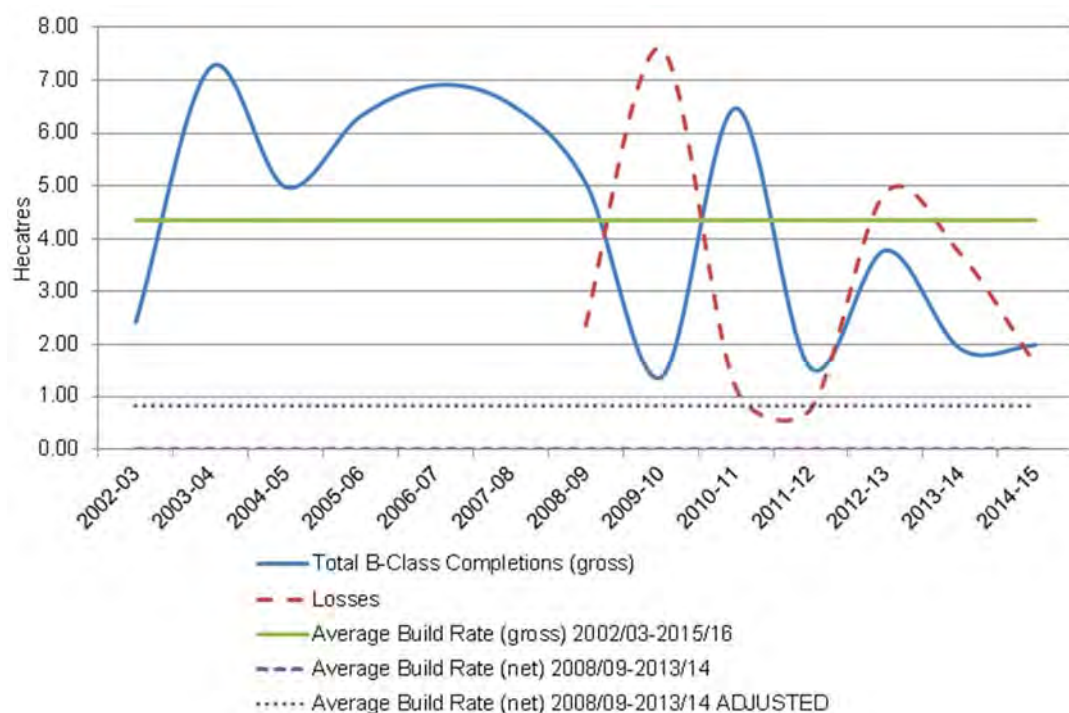
Source: CMBC 2008 ELR / Annual Monitoring Reports 2006/07 to 2013/14 / CMBC Officers 2014/15

- 4.9 The losses that have occurred in the past are often due to mills being converted and/or sites being redeveloped for retail/residential development (for example the demolition of the existing Hollyns Mill in Elland and its replacement with a 60 bed Care Home in 2011/12). The most sizeable loss has, however, comprised the loss of B2 industrial land (totalling 22,853 sqm) at Victoria Retail Park, Shroggs Road, Halifax in 2009/10 for a retail warehouse unit. A further substantial loss to retail involved the demolition of the existing 9,361 sqm NuSwift Factory in Elland and the construction of a Foodstore, with the factory being relocated.
- 4.10 From 2008/09 to the present there has been a loss of 88,426 sqm (or 12,632 sqm annually) of employment floorspace classed as B1, B2 or B8. At a plot ratio of 40%, this would equate to 3.16 ha annually.

Net Development Rates

- 4.11 There has been an annual average of 4.35 ha development (gross) developed for B-class employment use over the full period 2002/03 to 2014/15. However, once losses are considered (for the narrower period for which data is available, namely 2008/09-2014/15), the net development rate is negligible, at 0.001 ha, which means that the total amount of employment land available in Calderdale has been staying virtually constant since 2008/09.
- 4.12 However, as noted above, 35% of the total floorspace losses related to just one site, the retail warehouse development at Shroggs Road which resulted in the loss of 22,853 sqm of B2 industrial floorspace in 2009/10. If this figure (which is more than double the size of any other loss of employment land over the analysis period) were considered anomalous and excluded from the overall losses figure, the average net build rate would increase from 0 ha to 0.82 ha.

Figure 4.5 Rates of Development and Losses of Employment Land in Calderdale



Source: CMBC 2008 ELR / Annual Monitoring Reports 2006/07 to 2013/14 / CMBC Officers 2014/15

Conclusion

- 4.13 A number of key drivers and macro trends are likely to influence the type, scale and locational requirements for employment space in the Borough over the plan period, including self-employment and homeworking and increasing use of technology amongst many growth sectors. It is therefore important that CMBC monitors and responds to these changing preferences, to ensure that business needs can be met within the Borough.

Employment Space in Adjoining Areas

- 4.14 Consultations with LPAs are crucial to ensure that the duty to cooperate expectations of the Framework and Practice Guidance are met. The Framework sets out how LPAs should collaborate with other bodies to ensure that strategic priorities are properly coordinated across local boundaries for mutual benefit [§178-181]. The Practice Guidance also outlines how Local Plans need to demonstrate that they have complied with the Duty to Cooperate at the independent examinations³⁶.
- 4.15 Throughout the study, consultations were held with officers in neighbouring authorities. This was important to understand the local context and development history as well as the Calderdale's shared economic and employment space needs with neighbouring LPAs.
- 4.16 Whilst we consider that the Borough is a self-contained FEMA, consultation with adjoining Councils is nevertheless important to identify major economic developments which may influence supply and demand for employment space in Calderdale. The current position in each neighbouring Local Authority is therefore summarised below.

³⁶ Planning Practice Guidance reference 9-001-20140306

West Yorkshire

Bradford

- 4.17 Bradford is located to the north-east of Calderdale. The Council's adopted Core Strategy identifies an employment land requirement of 135 ha. The majority of this is in Bradford (100 ha); 30 ha is allocated in the Airedale Corridor and 5 ha in Wharfedale. The Borough has a current supply of around 80 ha of employment land.
- 4.18 The Council are aware that they have a shortfall of employment land. However, they consider that this will be accommodated through the allocation of strategic sites in one of the following broad location areas; North Bradford; South Bradford; or, Airedale. The Borough currently has a relatively weaker office market due to the Borough's proximity to Leeds, Leeds being the main office supplier within this locality. The Council will also look to address their shortfall of employment land through the retention of the more sustainable and commercially attractive sites that are currently allocated in the Replacement UDP and through the allocation of smaller sites within the existing urban area to address local need. The Council considers that they can address their own employment land requirements and do not require the support of neighbouring authorities to address their deficit.
- 4.19 There are a few large employment sites that are close to the two authority boundaries, notably Holmfield Industrial Estate; Low Moor Industrial Estate and Bailiff Bridge. The Council considers that although there are high levels of commuting between the two Boroughs, the level of net migration is relatively balanced.

Kirklees

- 4.20 Kirklees is located to the south east of Calderdale. The Kirklees Local Plan was submitted to the Secretary of State in late April 2017 for examination. The Council's emerging Local Plan (December 2016) sets out a requirement for 175 ha (capable of accommodating 23,000 FTE jobs) of employment land over the plan period until 2031.
- 4.21 Currently the quantum of employment land in Kirklees is 83.30 ha (based on the latest Employment Land Supply Review [ELSR] 2016). It was noted that the current land supply only meets the needs of SME's and the on-site expansion of some of the medium to larger sized businesses in the Borough. Only two sites of significant size were available: Lindley Moor Road (31 ha) and Slipper Lane in Mirfield (11.3 ha). Both are now subject to mixed use schemes. Based on the current land supply, Kirklees is currently unable to meet the expansion and relocation needs of larger business operations in the Borough. Whilst this remains the case, then alternative sites outside of the Borough would be of interest. However, Kirklees will be making provision for such site opportunities in its emerging Local Plan. Based on the calculated need for employment land, Kirklees Council has been able to identify sufficient land in the relevant locations to meet the needs of business and industry.
- 4.22 Kirklees and Calderdale have shared boundaries to the north west of Kirklees and the south east of Calderdale. The key area of shared economic interest is the M62 Corridor, particularly between junctions 23 to 25. Cooper Bridge is a large employment allocation (45 ha gross) proposed in the Local Plan. The site would make use of junction 25 of the M62 and would require Green Belt release. The site is intended to meet the specific needs of precision engineering and advanced manufacturing. Due to the proximity to Calderdale this site is likely to have cross boundary implications to both Local Authorities' economies. A key issue is how both authorities can successfully bring forward

employment allocations (in terms of market attractiveness and viability) at the same time, as the sites in the M62 Corridor serve a similar market.

Leeds

- 4.23 The Leeds Core Strategy (adopted November 2014) sets out the requirement for 1,000,000 sqm of office space and 493 ha of industrial and warehousing land which needs to be provided over the plan period to 2028.
- 4.24 In terms of office floorspace, the Leeds ELR (2010 Update) concluded a minimum of 706,250 sqm would be required over the plan period. Currently 840,000 sqm floorspace already exists in planning permissions. These permissions include the remaining land at partially developed sites, and about a third of the existing supply is located outside of the City Centre. In order to help prioritise 'centres first' for office use, the Core Strategy SP9 commits the Council identifying a minimum of 1,000,000 sqm of floorspace in excess of need. The office floorspace in addition to existing supply will be identified in or on the edge of the City Centre and Town Centres.
- 4.25 In terms of B2 and B8 development, the 2010 ELR update identified a supply of 350 ha for general employment, as compared to the objectively assessed need of 493 hectares which included the margin of choice. Therefore, there is a need to identify an additional 143 hectares of land to meet the objectively assessed need.
- 4.26 The Council expects to accommodate the employment land requirement within the local authority area. In particular, the Aire Valley Leeds AAP area is a strategically important location for industrial and warehousing uses, which should provide at least 250 hectares of land for employment development.
- 4.27 Leeds is located to the east of Calderdale. The two authorities do not share a border, however, there are a percentage of people living in Calderdale who commute to Leeds for employment and Leeds City Centre has an important regional role.

Greater Manchester

Oldham

- 4.28 Oldham is located to the south of Calderdale. The adopted Core Strategy sets out a requirement for 81.8 ha of employment land over the plan period till 2026. It states that approximately half of this land will be provided at Foxdenton, with the remainder being focused on areas that are sustainable and accessible locations. The selection of development sites will have regard to a sequential approach, based on Oldham Town Centre, the centres of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill, Hollinwood Business District, Chadderton Technology Park and other established employment areas. However, this requirement will be reviewed in the forthcoming ELR (to be prepared as part of the Local Plan review) and through the emerging Greater Manchester Spatial Framework [GMSF]. The GMSF and Local Plan will also look at allocations as appropriate.
- 4.29 The GMSF is being jointly prepared by all 10 Greater Manchester local authorities and will form a crucial part of the devolution agenda for the sub-region. The GMSF is a spatial plan, providing a strategy for growth across the whole of Greater Manchester. The draft GMSF identifies a number of strategic locations. These include the Northern Gateway, which stretches along the M62 and includes the following:
- 1 The development of land between junction 3 (Pilsworth) of the M66 and Junctions 18 and 19 of the M62 providing around 1,580,000sqm of employment floorspace (NG1);

- 2 The extension of Stakehill industrial estate to the north, east and south, providing around 480,000sqm of employment floorspace (NG2); and
- 3 The completion of the Kingsway Business Park, providing around 220,000sqm of new floorspace with a further extension to the south of the M62 delivering 446,000sqm of employment floorspace (NG3).

4.30 In terms of cross-boundary sites, there are a couple of sites within Oldham which cross the boundary of other neighbouring authorities, including sites NG2 and NG3 which cross the boundary with Rochdale. The Council recognises the need to work with neighbouring authorities whilst progressing Local Plans and in the emerging GMSF. As the Council is in the process of updating its ELR it is uncertain whether it will need to share the supply of employment land with any neighbouring Local Authorities.

Rochdale

- 4.31 Rochdale is located to the south west of Calderdale. As at 1st April 2015 the borough had an employment land supply of 132.74 ha. However, the Core Strategy (adopted October 2016) identifies a potential shortfall in employment land towards the end of the plan period.
- 4.32 The Borough is seeking to promote advanced manufacturing and sees export manufacturing as a growth sector. The main demand in the Borough is for B8 employment land; there is a limited demand for offices. The main supply of office development coming from outskirts of the Kingsway Business Park. There is also potentially a shortage of starter units.
- 4.33 Kingsway Business Park (around 50% complete), the wider Castleton employment zone (along with Sandbrook Park), Heywood Distribution Park and the Stakehill Industrial Estate are the main employment areas within the borough. Together they contribute most of the available employment land supply. Kingsway Business Park is recognised as a regionally significant strategic inward investment site.
- 4.34 The Council considers that the Borough can accommodate their own employment land requirement and that their shortfall does not need to be taken up by any of the surrounding local authorities. The Council considers that they probably cater for some of the surrounding local authorities employment land needs even if this is not done on a formal basis. Kingsway Business Park is a large employment site both within the Borough but also for the adjoining local authorities. The Borough does have a low employment rate which is an issue they are aware needs addressing.
- 4.35 Data would suggest that there are relatively weak employment and housing market links between the two Boroughs. The Calder Valley Transport Corridor is the main relationship between the two boroughs. There are employment sites within Littleborough and Todmorden near to the boundaries of the two authorities but there are no significant cross boundary employment sites. There are a small percentage of people who live within Calderdale and commute to work in Rochdale. However it is likely that more commute from Calderdale to the regional centres of Leeds or Manchester.

Lancashire

Burnley

- 4.36 Burnley's Employment Land Demand Study [ELDS] (May 2016) identified an OAN of between 68 ha and 104 ha of employment land over the plan period 2012 to 2032. In their Local Plan preferred options the Council identified a requirement of 90ha. Taking

into account commitments and completions this gave a residual requirement of 73.37 ha to be met through site allocations. However, this figure is subject to change following a review of the consultation responses.

4.37 In their Local Plan preferred options, the Council currently proposes to meet its own employment requirement within the Borough; although this would require the release of Green Belt land. The ELDS sets out there are no known delivery issues in the adjoining districts of Pendle, Rossendale, Ribble Valley, Blackburn, Hyndburn and Calderdale which would require additional land to be provided in Burnley to meet their needs. At the current time it is understood that none of the other areas are reliant upon Burnley to meet any of their employment land requirements (or vice versa).

4.38 Burnley is located to the west of Calderdale. The two authorities share a direct boundary; however, there does not appear to be any significant cross boundary sites and the economic relationship is limited due to the moorland/agricultural land border and lack of transport/highway connections. Burnley and Pendle have a more significant economic relationship as the 2016 Employment Land Demand Study and SHMA identify Burnley and Pendle as having a joint, self-contained FEMA.

Pendle

4.39 Pendle is located to the north west of Calderdale. The Pendle Employment Land Review 2013/2014 identified a gross projected requirement for 68 ha employment land over the 2011 to 2030 plan period.

4.40 The ELR identified a shortfall of 25.02 ha. However, the Council believe that this shortfall can be accommodated within Pendle after taking into account existing completions and projected supply. The strategic employment site at Lomeshaye Industrial Estate will play a particularly important role. When it comes forward it is expected to supply 16 ha, enabling new premises to be constructed close to the road network and two junctions on the M65. The development of this strategic site is unlikely to have an impact on Calderdale Borough due to the limited economic relationships between the Boroughs; the moors act as barrier limiting access across the boundary.

4.41 Pendle Council felt that there is no significant economic relationship between Pendle and Calderdale and no cross-boundary employment issues or sites. This is due to the short, shared, border of moorland between the two Boroughs. The nature of the border and the lack of a highway connection limit cross-boundary economic activity and labour migration. The Council considers that the Borough has stronger links with Burnley to the south and Blackburn and Darwen to the west due to the M65 employment corridor. The Council is working with the Lancashire Enterprise Partnership on the Burnley/Pendle Growth Corridor Improvement Scheme to improve linkages along the M65 corridor which will enable additional capacity on the highway network and reduce congestion in support of economic growth across the corridor.

Rossendale

4.42 Rossendale's ELR is in the process of being updated as part of its evidence base to inform the emerging Local Plan. This will inform the site allocations and supply of B-class employment land for the period to 2034. The previous 2009 ELR provided justification for the 2011 Core Strategy's requirement of 20.84 ha of B1, B2 and B8 employment land over the period to 2026.

4.43 Rossendale is located to the west of Calderdale. The eastern part of the Borough closest to Calderdale is mostly sparsely populated with the exception of Bacup. There is some cross

commuting between the areas of Bacup and Todmorden though this of a low level and not a significant economic relationship.

- 4.44 The Council considers that they do not require the support of Calderdale Borough to address any future employment land deficit.

Summary of Duty to Cooperate Consultations

- 4.45 In summary, Calderdale is a relatively self-contained FEMA. With the exception of Oldham, none of the adjoining authorities require Calderdale to take on any of their employment land requirements, or vice versa. Oldham Council is currently undertaking an ELR which will determine whether or not its employment land supply will need to be shared with other neighbouring authorities.
- 4.46 The strongest relationship is with Kirklees, as the two authorities share a long border with several shared junctions from the M62. Whilst they have separate FEMAs the Cooper Bridge strategic site in Kirklees is likely to have cross boundary impacts. Similarly, key sites in Calderdale that are accessible to the M62, such as Clifton, will play a larger role beyond the boundary of the Borough.
- 4.47 In particular Calderdale and Kirklees should continue to work closely and consider the wider growth opportunities of the sub-region. The M62 Corridor remains a vitally important asset to both authorities and opportunities to maximise the impact from bringing forwards key sites should be considered.

5.0 Stakeholder Consultation

Introduction

- 5.1 This Section set outs the study's approach to stakeholder consultation. It is an important process for commercially realistic and robust outputs, particularly as the ELS must be defensible in EIPs and planning inquiries. In this context significant weight has been given to the views of local businesses, local agents, economic development officers, surrounding local authorities and other key stakeholders. Appendix 1 lists the organisations and businesses consulted with over the course of this study.

Local Planning Authorities

- 5.2 Consultations with LPAs are crucial to ensure that the duty to cooperate expectations of the Framework and Practice Guidance are met. The Framework sets out how LPAs should collaborate with other bodies to ensure that strategic priorities are properly coordinated across local boundaries for mutual benefit [§178-181]. The Practice Guidance also outlines how Local Plans need to demonstrate that they have complied with the duty to cooperate.
- 5.3 Throughout the study consultations were held with Calderdale Borough Council officers and officers in neighbouring authorities. This was important to understand the local context and development history as well as the Calderdale's shared economic and employment space needs with neighbouring LPAs. It is reasonable to view Calderdale as a self-contained FEMA due to the findings of the SHMA that find Calderdale to be a self-contained HMA and the relatively high job density. However, there are shared economic interests across the wider area, in particular, the M62 corridor and the LCR LEP. Therefore, consultation with adjoining Councils is important to identify any major economic developments which may influence supply and demand for employment space in Calderdale.

Commercial Agents and Developers

- 5.4 A range of local and regional commercial agents and developers were consulted between August and September 2016 through telephone calls and face-to-face discussions. These consultations reflect the market conditions at that time. The findings are based upon the stakeholders' local knowledge of Calderdale and recent transactions in the market and have informed subsequent sections of the ELS (particularly the Commercial Perspective set out in Section 7.0, which has acted as a 'reality check' on the quantum of office, industrial and warehousing land required in Calderdale Borough).

Local Businesses

- 5.5 This section outlines the findings from the Business Survey which was undertaken by Lichfields in between July and September 2016 to gain a better understanding of their current and future employment space needs. The Survey obtained responses from 43 businesses across a range of sectors and locations in the Borough. The survey was sent to contacts recorded by CMBC in a business database with more than 250 contacts.

Profile of Businesses

- 5.6 The profile of businesses that responded are generally bigger than the overall business population within the Borough. Micro and small businesses are under-represented whilst medium and large businesses are overrepresented. Larger businesses require larger

employment space so it is unsurprising that they engaged with the survey more than smaller businesses. Table 5.1 compares the profile of businesses that responded to the wider business population in Calderdale.

Table 5.1 Size of businesses comparison

Size	Survey respondents	%	Calderdale
Micro (0 to 9 employees)	1	2%	88.1%
Small (10 to 49)	9	31%	9.8%
Medium (50 to 249)	12	57%	2.0%
Large (250 +)	4	10%	0.3%

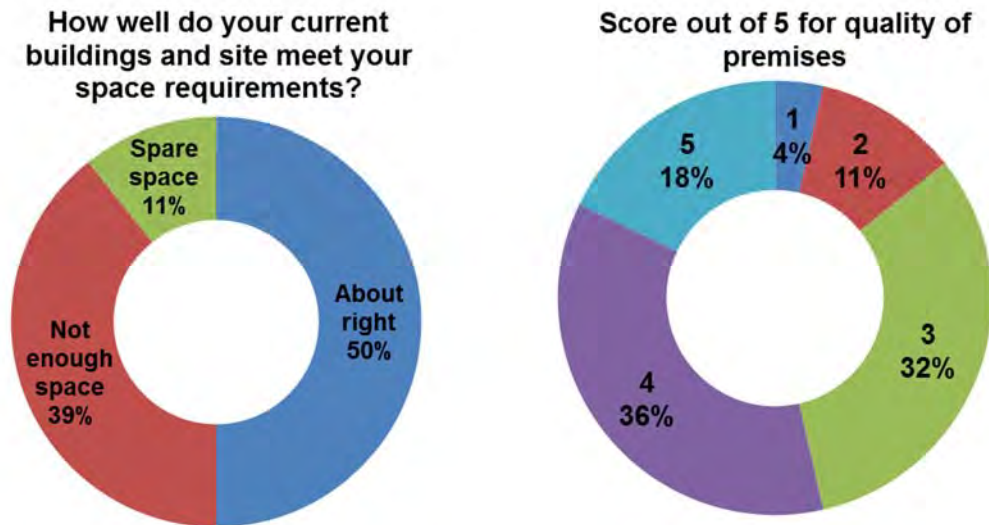
Source: Lichfields Analysis. ONS (2016) Inter-Departmental Business Register

- 5.7 Over half of the businesses were in manufacturing, which is higher than the wider business population in the Borough. The other businesses were from a range of sectors including logistics and distribution, healthcare, financial and professional services. Reflecting the higher proportion of manufacturing businesses in the sample, two thirds of respondents served international and national markets and half served the UK market. Just two businesses served only the local market.
- 5.8 The survey suggested that home-working is relatively uncommon in Calderdale. Nearly two thirds of businesses had no employees working from home (63% of respondents), whereas a third of businesses had up to 10 employees working from home (30% of respondents). Only 7% of respondents had more than 11 employees working from home.

Current Business Premises

- 5.9 The respondent businesses were typically local to Calderdale with historic ties to the Borough. Nearly two fifths of businesses that responded to the survey have been based at their current premises for at least 25 years. A further third had been in Calderdale for between 11 and 25 years. Nearly a quarter of businesses have been in the Borough between 3 and 10 years. In comparison, only one business had been in Calderdale for less than 3 years.
- 5.10 More than half of respondents rated the quality of their premises 4 or 5 out of 5 (54%), a third of respondents rated it 3 out of 5 (32%). Only 15% of respondents rated the quality of their premises 1 or 2 out of 5.
- 5.11 Half of respondents reported that their premises were 'about right' for their space requirements. But nearly two fifths reported that they did not have enough space (39%), whilst only 11% reported they had spare space.

Figure 5.1 Business perceptions of current premises



Source: Lichfields analysis. Note figures are rounded.

5.12 The factors most important in determining businesses' choice of premises and location can be assessed by analysing the proportion of respondents that rated each factor either a 4 or 5 out of five. Based on this the ten most important factors determining businesses' choice of premises and location were:

- 1 Quality of premises;
- 2 Proximity to home;
- 3 Cost of premises;
- 4 Accessible to road network;
- 5 Accessible by public transport;
- 6 Proximity to customers;
- 7 Access to skilled workers;
- 8 Prestige location;
- 9 Quality of life; and
- 10 Quality of business park / industrial estate.

5.13 These were closely followed by Local Authority assistance and proximity to supply chains. However, proximity to Universities/R&D facilities was rated the least important.

Flooding Impact

5.14 More than a fifth of businesses have been affected by the flooding in Calderdale over the past few years (21% or 9 respondents). Half of the respondent victims said that flood risk would influence their decision about staying in or moving out of Calderdale. However, it was reported that businesses wouldn't necessarily leave Calderdale due to flood risk; rather they would move to a location at less risk of flooding within Calderdale. In fact, over a third of respondents (38% or 3 businesses) said that flood risk would not influence their decision to stay or move out of the Calderdale area.

Future Growth Plans

- 5.15 Nearly half of respondents (21 businesses or 49%) expect to expand the amount of space they need over the next 5 to 10 years. This tallies with the consultations held with other stakeholders; the Federation for Small Businesses reported that 52% of its members have aspirations to grow. The mean expansion requirement reported by respondents was 7,895 sqm, though this is partly skewed by two respondents needing 50,000 sqm and 20,000 sqm. The median expansion requirement was 3,000 sqm.
- 5.16 There was an equal divide between the respondents expecting to expand on their current site and those who planned to re-locate (11 businesses or 26% each). Of those planning to re-locate 10 businesses disclosed their preferred location; 80% would remain in Calderdale and 20% would look to relocate elsewhere, either to Leeds or Manchester. The reasons for relocation include movement to larger urban centres such as Leeds and the limited local labour supply in Calderdale. Of the businesses looking to relocate 55% (6 respondents) would plan to move within the next 5 years.
- 5.17 The main obstacles to businesses expanding in Calderdale were reported to be a lack of suitable premises and skills shortages; the affordability of premises did not seem to be a major obstacle. The obstacles related to a lack of suitable premises and premises to expand into reflect the consultations with commercial agents and other stakeholders and reiterate the need for new employment land in the Borough.
- 5.18 In terms of introducing new working practices, no businesses reported that they were planning to introduce homeworking, flexi-time/part-time working and hot desking. However, 7% of businesses planned to introduce new machinery/mechanisation (3 respondents) and 5% of business plan to increase their use of technology such as mobile internet and teleconferencing (2 respondents).

Calderdale as a Location for Business

- 5.19 More businesses were satisfied with Calderdale as a business location than were dissatisfied. More than two fifths (41%) of businesses gave a 4 or 5 out of 5 (where 1 is very dissatisfied and 5 is very satisfied), although the same number of respondents were undecided (giving a rating of 3 out of 5). Nearly a fifth (19%) gave a score of 1 or 2.
- 5.20 Respondents reported that there were a range of advantages for Calderdale as a place to do business. In particular though the Borough's transport links and accessibility to a motorway was stressed as an advantage, as well as being in close proximity to services and amenities.
- 5.21 In contrast, some businesses reported that accessibility was a weakness of Calderdale as a place to do business; they referred to local accessibility issues such as difficulty of HGV movement and limited public transport to sites. It was also identified that further investment in the highway network was needed to unlock Calderdale's economic potential. Businesses also highlighted the unsuitability of premises and the lack of space to expand into. Finally, flood risk was an issue raised by some businesses.

Key Stakeholders

- 5.22 A number of key economic development stakeholders were consulted to provide additional insight and to validate the findings of the study. This included representatives from the LEP, Mid Yorkshire Chamber of Commerce, Federation of Small Businesses, the West Yorkshire Combined Authority, and the West Yorkshire Transport Fund. These

organisations have an excellent understanding of economic development in West Yorkshire context, and the needs and opportunities for local businesses.

6.0 **Calderdale Commercial Property Market**

Introduction

- 6.1 This section provides an overview of the commercial property market in and around Calderdale, including recent trends in demand and supply. The findings are mainly based on discussions with a number of commercial property agents currently active in the Borough and wider sub-region and where appropriate this has been supplemented with information derived from a number of sources including commercial property availability databases and published reports.

National and Regional Property Market Overview

- 6.2 The UK economic recovery, which began in 2013, has now become firmly entrenched, and sentiment in commercial property appears to be the most positive it has been for many years. While central London offices are still the outperforming market segment, some investors and developers are also looking further afield in an attempt to access stock and achieve good returns. However, much of this activity is focusing on the best performing locations in the South East or major provincial cities. In more economically marginal locations further north, and those without a significant existing commercial property market, there is still uncertainty and lenders and developers are likely to remain cautious.
- 6.3 The recent EU referendum vote and resulting economic uncertainty is also anticipated to have an impact upon commercial property markets across the country with investor and developer confidence likely to be hit in the short term at least. Given the focus of the ELS upon longer term needs as well as short term needs, it is important that any analysis of commercial property market signals takes a longer-term view.
- 6.4 The LEP is in the process of undertaking a strategic Employment Land Review for the City Region³⁷. The study consulted with commercial agents and stakeholders in late 2015 and early 2016 before the EU referendum result. These consultations highlighted a number of points on the regional commercial property market relevant to Calderdale:
- 1 There is disparity in the health of the commercial property market across the City Region; Leeds is generally outperforming other areas;
 - 2 The office market has recovered in Leeds though it struggles across the rest of the City Region, and there is a lot of poor quality office space across the City Region as a whole;
 - 3 There is generally little inwards investment of B2 businesses into the City Region and there is a need to attract more;
 - 4 Viability is an issue that limits the opportunity for speculative new build development; this reduces the portfolio on offer to potential inward investors; and,
 - 5 Small businesses and locally owned businesses have particular needs which the market struggles to provide. Such businesses typically prefer to own their premises though the commercial property sector prefers to lease. An example was cited from Buck Lane in Baildon where Bradford Council supported the development of a new business park with incubator accommodation.

³⁷ Leeds City Region Local Enterprise Partnership (July 2016) Draft Strategic Employment Land Review for the Leeds City Region

Calderdale Property Market Overview

Market Geography

- 6.5 Figure 4.2, Figure 4.3 and Figure 4.4 show the spatial distribution of employment space in Calderdale, Halifax, and Brighouse and Elland. These broadly reflect the dynamics of the commercial property market in the Borough. Demand is concentrated in Brighouse and Elland where accessibility to the M62 is best. There is also a concentration of employment space in Halifax, reflecting the size and role the settlement plays in the Borough.
- 6.6 Further to the west of the Borough there is a sparse distribution of employment space, reflecting the rural character of the area. Demand for premises in the west of the Borough is primarily driven by local businesses, and demand for industrial premises is high.
- 6.7 Across the Borough most premises are industrial, factories or warehousing, though there are concentrations of office space in the larger settlements and town centres. The south east of the Borough has a concentration of industrial estates; Brighouse and Elland also accommodate some of the largest units in the Borough. The Borough as a whole has a constrained supply of sites due to topographical and flood risk issues, though this is most severe in Brighouse and Elland.

Industrial

- 6.8 Enquiries data recorded by CMBC highlights that most demand in the Borough are for industrial premises wanting to stay in or relocate to Brighouse and Elland. Requests were typically for premises between 20,000 and 40,000 sq ft (1,858-3,716 sqm), though they ranged from 6,000 up to 100,000 sq ft (557-9,290 sqm). The enquiries data highlighted that there are local businesses at risk of leaving the Borough to find premises elsewhere due to difficulties in finding a suitable site.
- 6.9 The enquiries monitored by CMBC broadly reflect the consultations with commercial agents. There are strong levels of demand for industrial premises across the Borough and West Yorkshire, though Brighouse and Elland receive the greatest level of interest. Agents reported that in West Calderdale and much of Halifax, demand is driven primarily by local indigenous businesses. In comparison, East Calderdale receives more enquiries from businesses located outside the Borough looking to move to Calderdale. This is especially the case with its popular Ainleys, Armytage and Lowfields industrial estates. Agents reported that within West Yorkshire there are enquiries for a large unit of 60,000 to 80,000 sq ft (5,574 – 7,432 sqm). The demand for industrial premises is primarily from manufacturing and light engineering businesses; distribution businesses tend to locate in East Calderdale where there is good access to the M62.
- 6.10 The current industrial property market offers a relatively broad range of units in terms of size and quality. However, there is an undersupply of modern and new build units due to a supply shortage in recent years. Much of the existing industrial stock is of average to poor quality, which doesn't meet modern business standards. This was also reflected in the business survey. Agents reported that when nearly every industrial unit becomes available to let it is need of refurbishment before it is occupied, except for the lower end market. Refurbishing units is viable in nearly all sites due to high demand, but there is a long term issue in that refurbished old premises still usually don't meet modern business needs.
- 6.11 Most short term supply of new build employment space in Calderdale is from the Copley Valley Business Park development. The development was de-risked by infrastructure

investment from public sector partners including the European Regional Development Fund, Yorkshire Forward and CMBC. Agents reported that the majority of space was sold before construction commenced, with nearly all of the remaining space pre-let. Construction is expected to complete in November 2016.

- 6.12 In terms of size of units, the larger premises are concentrated in East Calderdale and especially the popular industrial estates of Ainleys, Armytage and Lowfields. These estates accommodate several industrial and warehousing units of 10,000 sqm or more. Much of the stock of employment space in these areas was built in the 1950s and 1960s, so whilst they accommodate some of the largest units many of them are below modern standards. Across the rest of the Borough existing units are typically smaller and between 1,000 to 5,000 sqm.
- 6.13 Across the Borough there are strong levels of demand from micro-businesses for small units between 1,000 and 2,000 sq ft (93-186 sqm). In most parts of the Borough there is also demand from SMEs for units up to 10,000 sq ft (929 sqm), though this is generally focused on larger settlements. Agents reported that there is a supply shortage of larger sites above 10,000 sq ft (929 sqm), and demand for them is concentrated in Brighouse and Elland where access to the M62 is best. Agents reported a strategic need to offer larger new build units up to 60,000 sq ft (5,574 sqm), though they recognised that finding suitable level and flood risk sites was a challenge. The most popular industrial estates, Ainleys, Armytage and Lowfields are nearly fully developed which exacerbates the issue. There is also increasing demand in Brighouse which has limited stock.
- 6.14 Additionally, whilst there is a need for new build units in Calderdale high construction costs mean that yield margins for rental developments are slim. This deters developers in all but the prime locations. There are few cases of speculative industrial development in West Yorkshire excluding the prime locations around Leeds with good accessibility to the M1. In Calderdale the closest example to a speculative development, the Copley Valley Business Park, was de-risked by the public sector.
- 6.15 Industrial rental levels in Calderdale are generally comparable to the rest of West Yorkshire, even in the more rural parts of the Borough. This is due to a short supply of sites and high levels of demand. Agents reported that rental levels are moving upwards in response. This is especially the case for small units where rents have recently increased by £0.25 to £0.50 per sq ft. Industrial rents in Calderdale are typically £3 to £6.50 per sq ft, though this is biased by the secondary market as there are few new builds. Rents in East Calderdale are usually at the upper end of this range or higher due to the concentration of demand.

Office

- 6.16 Agents reported that demand for office space is generally low in Calderdale like it is across West Yorkshire (excluding Leeds). This has been the case for the past five to ten years, and the recession made a notable impact on the market. The office market in Calderdale is predominantly focused on Halifax, as well as town centre locations in the larger settlements. Demand is predominantly from local SMEs looking for small office spaces, frequently converted Victorian premises in or close to the Town Centre. However Commercial Agents reported that demand for such premises has flattened recently, though this may be down to overall low levels of demand for office space in the Borough.
- 6.17 Halifax accommodates Dean Clough, a former mill refurbished to a high standard. Consequently, Dean Clough draws in nearly all enquiries for larger amounts of office

space. Agents reported that in the short term they expect Dean Clough to accommodate most demand for office space in the Borough.

6.18 The current stock of office space in the Borough is biased towards refurbished Victorian buildings rather than purpose built accommodation. Whilst this means that nearly all enquiries are from local businesses, there is considered to be insufficient demand for new build premises in the short term. Agents reported that if the market were to improve or advance occupiers could be secured, new build office accommodation should be focused in town centre locations.

6.19 Rental levels for office accommodation usually vary between £5 per sq ft up to £8 per sq ft, though the higher end of the market and serviced accommodation can reach £13 per sq ft in Halifax. Rents for office space have remained flat in recent years due to low levels of demand.

7.0 Future Employment Land Requirements

Introduction

- 7.1 This section considers the future economic growth needs in Calderdale Borough by drawing upon several methodologies that reflect the requirements of the Practice Guidance. These scenarios are used to inform the assessment of the Borough's future employment land needs for office and industrial (i.e. manufacturing and warehousing) for the period 2016 to 2032.

Methodology

- 7.2 The Housing and Economic Development Needs Assessment section of the Practice Guidance advises that "local authorities should develop an idea of future needs based on a range of data which is current and robust."³⁸ In particular, it recommends that Plan-makers consider a variety of forecasting techniques:

- 1 Sectoral employment forecasts and projections (labour demand);
- 2 Demographically-derived assessments of future employment land needs (labour supply);
- 3 Analysis based on the past take-up of employment land and property and/or future property market requirements; and,
- 4 Consultation with relevant organisations, studies of business trends and monitoring of business, employment and economic statistics.

- 7.3 Within this context, a number of potential future scenarios are considered within this section in order to provide a framework for assessing future B-class employment space requirements in Calderdale over the 16-year period 2016 to 2032. The quantitative forecasting techniques applied clearly align with items 1-3 outlined above:

- 1 Baseline employment forecasts (**labour demand**), using Experian's Regional Econometric Modelling for October 2016 and various policy-on iterations, provided by the West Yorkshire Combined Authority;
- 2 Estimated growth in the local **labour supply** – and the jobs and employment space that this could be expected to support – having regard to analysis presented as part of the Borough's Strategic Housing Market Assessment [SHMA]; and
- 3 Consideration of **past take-up of employment space** based upon monitoring data provided by CMBC and how these might change in future.

- 7.4 All of these approaches have their own individual strengths and limitations. In order to be robust, however, the Borough's economic growth potential (and the likely demand for employment space) needs to be assessed under a variety of future scenarios that reflect alternative growth conditions that could arise over the study period. In reconciling the various scenarios, consideration needs to be given to how appropriate each is to the particular circumstances and aspirations of CMBC.

- 7.5 The ultimate judgement regarding the level of employment need that CMBC should plan for is not, therefore, simply shaped by a consideration of quantitative analysis. Rather, a number of qualitative factors must also be taken into account (as discussed in other sections of this report). These factors, which have been identified through an analysis of

³⁸Planning Guidance ref. 2a-032-20140306

economic and market conditions – as well as through extensive consultation with economic stakeholders, commercial agents and local businesses – will influence the employment space requirements that need to be planned for and must be considered alongside the modelled scenarios.

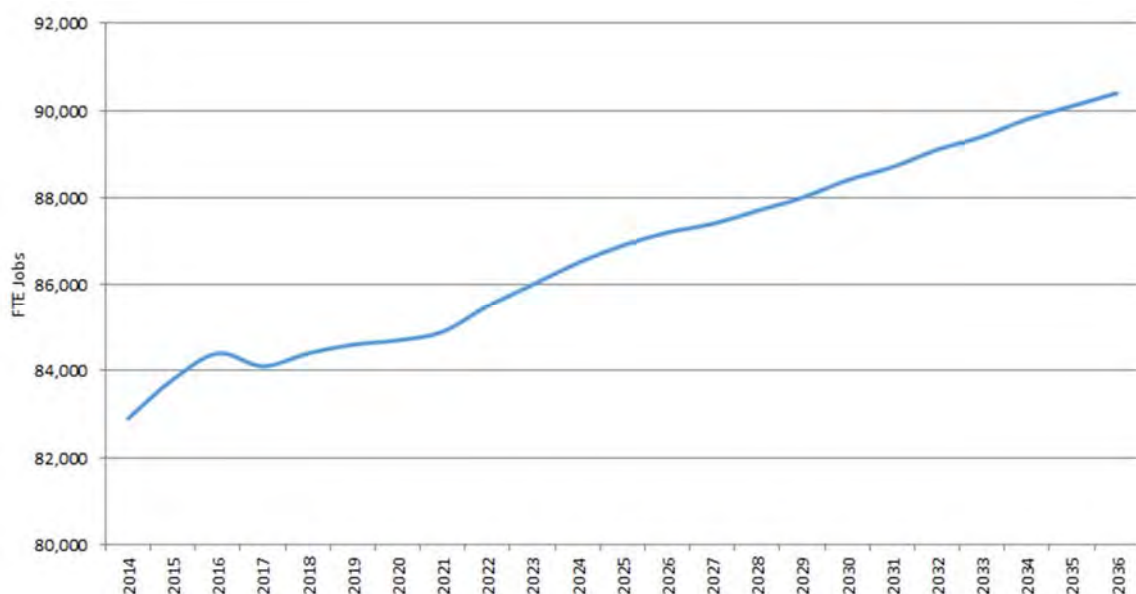
Growth Scenarios

A. Econometric Job Forecasting

Scenario 1) Experian REM

- 7.6 The Regional Econometric Model [REM] provides economic and labour market estimates and forecasts for the UK, Yorkshire & the Humber region and local authorities within that region. It is operated by Experian Business Strategies and the Regional Economic Intelligence Unit [WYCA].
- 7.7 Data was originally provided on the October 2016 version of the REM as it relates to Calderdale Borough and as such they represent initial 'post Brexit' projections for the Borough.
- 7.8 It should be emphasised that such forecasts tend to be most reliable at regional and national scales and consequently less so at the local economy level. Nevertheless, they provide a valuable input in respect of understanding future land needs by indicating the broad scale and direction of economic growth in different sectors.
- 7.9 Experian's REM takes account of the existing economic structure of each Local Authority in Yorkshire and the Humber (broken down by economic sector) and the historical relationship between the regional performance of an industry and the performance observed at the Local Authority level. The forecasts of job growth by sector used here reflect recent trends and economic growth projections at national and regional level, and how economic sectors in Calderdale have fared relative to the regional / UK growth in the past. These forecasts also reflect the current economic climate. They are not constrained by either labour supply or land availability.
- 7.10 Before presenting the job growth outcomes from the scenarios it is worth highlighting, in broad terms, limitations in how these were generated:
- 1 They are predominantly trend-based estimates projecting historic growth patterns into the future;
 - 2 The forecasts do not take into account policy influences and unforeseen impacts of individual business decisions; and,
 - 3 It is important to recognise that there is not always a clear-cut relationship between employment change and employment land needs. Additional employment space can be needed even if employment itself is falling, for example if a manufacturing firm requires more space to enable greater automation and achieve job reductions through productivity gains.
- 7.11 For Calderdale, the October 2016 Experian REM Baseline workforce employment projections suggest that following a sharp spurt in job growth between 2014 and 2016, there is likely to be a pause and perhaps even a modest dip in employment in 2017 and 2018. After this point, Experian considers that Calderdale's economy will begin to recover again and even accelerate post 2021. Over the plan period 2016 to 2032, the projections suggest that the economy will have grown by 4,700 FTE jobs, or 5.6%.

Figure 7.1 Employment Change in Calderdale 2014-2036 (FTEs)



Source: Experian REM October 2016 / Lichfields analysis

7.12

Table 7.1 provides a summary of those sectors expected to experience the largest absolute increases and reductions in employment.

Table 7.1 Fastest Growing and Declining Sectors in Calderdale (2016-2032)

Sector	Use Class	FTE Job Change (2016-2032)
Accommodation & Food Services	RED	+1,486
Residential Care & Social Work	RED	+1,388
Administration and Support Services	ORANGE	+762
Health	RED	+684
Land Transport, Storage and Post	PURPLE	+590
Finance	PURPLE	+474
Textiles & Clothing (manufacture of)	PURPLE	-303
Non-Metallic Products (manufacture of)	PURPLE	-308
Other Manufacturing	PURPLE	-408
Metal Products (manufacture of)	PURPLE	-408
Machinery & Equipment (manufacture of)	PURPLE	-608

Source: Experian REM (October 2016) / Lichfields analysis

Key: PURPLE = B class sector ORANGE = Part B class sector RED = Non-B class sector

Note: the figure for Administration and Support Services has been subsequently adjusted – see discussion below

7.13

The analysis shows that with the exception of Administration and Support Services (a sector that would typically be expected to at least partially align with demand for B1a/b office premises), those sectors forecast by Experian to experience the strongest employment growth to 2032 are not likely to generate a significant requirement for additional B-class space.

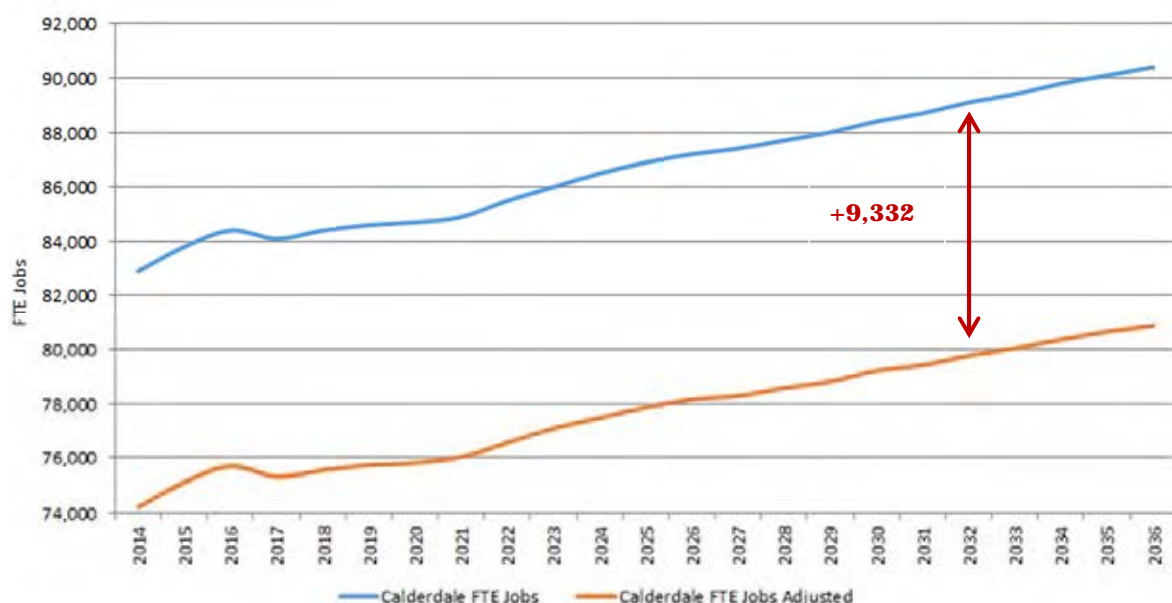
7.14

Conversely, sectors forecast by Experian to experience the largest employment losses over the Plan period include the manufacture of textiles and clothing, metal products, 'other'

manufacturing and particularly machinery and equipment, all of which are likely to be predominantly based in B1c/B2 industrial units currently.

- 7.15 However, from reviewing the projections there appears to be a coding error in the data. The BRES data upon which the Experian REM projections are based appears to over-estimate the number of jobs in a particular industrial sector ('*Temporary employment agency activities*'), suggesting that there are over 13,900 workers employed in Calderdale in this sector, or 14.1% of the total workforce. In contrast, just 2.9% of the region's workforce is classified in this category. Analysis of the IDBR data supports this supposition, given that just three companies operating in this sector and based in Calderdale are recorded as employing almost 11,300 workers (c.9,640 FTEs) out of a handful of small offices in the Borough.
- 7.16 It is likely that this miscoding is attributable to the Headquarters of these regional recruitment agencies recording all of its employees as being based in Calderdale, whereas they serve a much wider area across the region and indeed the UK as a whole.
- 7.17 Following discussions with the Combined Authority responsible for maintaining the REM has resulted in Lichfields making suitable adjustments to this industrial sector (reducing the likely workforce attributable to these 3 companies by 90%) to better reflect the size of the office buildings they are located within in Calderdale, whilst also recognising that due to the nature of recruitment agencies it is not unreasonable to suppose that the bulk of their workforce will be based in other offices across the Borough. Having moderated the total number of jobs in this sector for 2015 (using the latest BRES data as the starting point), future growth in the '*Administrative and Supportive Services*' SIC category was increased on a percentage basis using the underlying rate of growth in the REM for this sector.
- 7.18 As can be seen in Figure 7.2, this approach reduces the overall number of FTEs jobs based in Calderdale in 2032 from around 89,100 to 79,770. Overall this would reduce the level of net FTE job growth from +4,700 to +4,077 between 2016 and 2032.

Figure 7.2 Employment Change in Calderdale – adjustments to Administrative and Support Services



Source: Experian REM October 2016 / Lichfields analysis

- 7.19 In March 2018 a new, updated version of the Experian REM was provided by the West Yorkshire Combined Authority [WYCA]. The error with the Administrative and Support Services sector was again apparent, hence the WYCA provided a new set of projections that excluded this data error. These new, 2018 projections suggest that the net FTE job growth for Calderdale will be in the order of 6,250 over the plan period 2016 to 2032, almost a third higher than the previous 2016 projections.
- 7.20 The overall employment change in Calderdale resulting from these new, 2018-based forecasts is shown in Table 7.2 along with expected employment growth in the main B-class sectors. This includes an allowance for jobs in other non B-class sectors that typically utilise industrial or office space, such as some construction uses, vehicle repair, courier services, road transport and cargo handling and some public administration activities. This is because a certain proportion of these jobs will occupy premises falling within the B-class sectors.
- 7.21 These (adjusted) figures indicate a modest increase in the level of net job change (+386 jobs) in the B-use classes in Calderdale over the period to 2032, with B1a/b sectors seeing a cumulative increase of +1,658 jobs and B8 seeing a cumulative increase of +755, moderated by a significant decline in B1c/B2 manufacturing (-2,028). This is within the context of overall job growth of 6,250 jobs projected for Calderdale over the plan period, driven by growth in non B-Class sectors (+5,864) such as Accommodation & Food Services (+1,333) and Residential Care & Social Work (+1,448). The projected increase in B8 jobs would require lower density development and this would result in a disproportionate requirement for additional employment land.

Table 7.2 Forecast FTE Job Change in Calderdale 2016-2032

	Calderdale FTE Jobs		Change
	2016	2032	2016-32
Offices (B1a/b)*	14,069	15,728	1,658
Manufacturing (B1c/B2)**	17,668	15,640	-2,028
Distribution (B8)***	6,489	7,244	755
Total B-class Jobs	38,226	38,612	386
Other Non B-Class Jobs	39,464	45,328	5,864
Jobs in All Sectors	77,690	83,940	6,250

Source: Experian REM / Lichfields Analysis 2018

* includes a proportion of public sector employment and administration & support services

** includes vehicle repair and some construction activities

*** includes elements of transport & communications sectors

7.22 To translate the resultant job forecasts into estimates of potential employment space, it is necessary to allocate the level of employment change forecast for office, industrial, and wholesale / distribution uses as follows:

- 1 The office floorspace requirement is related to job growth / decline in the financial and business service sectors³⁹;
- 2 The industrial floorspace requirement is related to job growth / decline in the manufacturing sectors⁴⁰; and,
- 3 The wholesale / distribution floorspace requirement is related to job growth / decline in the Industrial sectors of wholesale and land transport, storage and postal services.⁴¹

7.23 In order to translate the resulting figures into employment land projections, employment densities (based upon the latest HCA guidance on employment densities, 2015⁴²), and plot ratios by use class, were then applied to the job change figures.

7.24 It was assumed that:

- 1 One B1a/b general office FTE job requires 14 sqm of employment floorspace [Gross External Area, or GEA];
- 2 One B1c light industrial FTE job requires 60 sqm of employment floorspace [GEA];
- 3 One B2 industrial FTE job requires 38 sqm of employment floorspace [GEA];
- 4 A combined B1c/B2 factor of one FTE job per 49 sqm was obtained by taking an average of the aforementioned B1c/B2 GEA equivalents;
- 5 One job per 70 sqm for general, smaller scale warehousing (assumed to account for 50% of future space) and 1 FTE job per 86 sqm for large scale, lower density units (assumed to account for 50% of future space) [GEA]⁴³.

³⁹ i.e. BRES Sectors 58-75, Office administration and support and 10% of Public Administration and Defence

⁴⁰ Manufacturing sectors, plus car repair, some construction and waste and remediation activities.

⁴¹ Wholesaling less car repairs retail car sales, plus post/couriers and land transport

⁴² HCA (November 2015), Employment Densities Guide, 3rd Edition

⁴³ Given that the majority of B8 warehousing has been low bay warehousing in recent years, around 50% of future demand is estimated to be for 'small' warehousing and the remainder for larger high bay warehousing.

- 7.25 This guidance takes account of recent trends in terms of the changing use of employment space, the main change being the more efficient utilisation of office space due to increased flexible working and hot-desking. This has resulted in a decrease in the amount of floorspace per office worker compared to previous guidance. It should be noted that as the labour supply scenarios were provided to Lichfields in workforce jobs rather than FTEs, slightly lower densities were applied from the HCA Guidance (specifically 1 B1a job per 12.5 sqm; 1 B1c/B2 job per 45 sqm and 1 B8 job per 65/80 sqm).
- 7.26 An adjustment has been made to reflect the fact that vacancy rates in Calderdale are currently around 11% for office floorspace and around 4% for industrial/warehousing floorspace.⁴⁴ On the basis that a figure of 10% better reflects 'normal' market conditions, the model has assumed that there is a need for lower levels of office floorspace to allow for a decrease down to 10% by 2036 (and vice versa for industrial/warehousing floorspace).
- 7.27 Where a reduction in jobs is forecast, the associated negative floorspace was halved (in line with common methodological practice amongst ELRs undertaken elsewhere across the country), to reflect the fact that job decline at a particular company does not automatically translate into a comparable loss of floorspace, at least not in the short-medium term, due in part to companies being locked into leasing agreements etc. No further adjustment was made for vacancy in such instances.
- 7.28 The resultant floorspace estimates are provided in Table 7.3. They indicate a net floorspace requirement for B1a/b, B1c/B2 and B8 uses in Calderdale of 74,972 sqm. This is despite strong B8 growth over the 16-year assessment period of 100,570 sqm. In contrast, future B2 manufacturing floorspace is estimated to be strongly negative (-49,680 sqm), and a more modest requirement for B1a office of 24,083 sqm.

Table 7.3 Experian Workforce Job Growth Net Employment Floorspace Requirements 2016-2032

	Calderdale Floorspace (sqm)
Offices (B1a/b)	24,083
Manufacturing (B1c/B2)	-49,680
Distribution (B8)	100,570
Total	74,972

Source: Experian REM / Lichfields Analysis

Policy On Econometric Scenarios (2 and 3)

- 7.29 A number of alternative job-based estimates of future needs have been compiled by Experian on behalf of the West Yorkshire Combined Authority. These include the following (all adjusted to exclude the coding anomaly):
- 1 Policy On Minus Transport** – this scenario seeks to accelerate job growth in key sectors targeted by the Leeds City Region LEP and would result in an overall increase in jobs in the order of 6,977 between 2016 and 2032, 727 higher than the Experian baseline;
 - 2 Policy On Plus Transport** – as above, but also incorporates the likely direct and indirect job growth forecast to flow from the significant transport infrastructure coming forward in this part of West Yorkshire over the coming years. This scenario

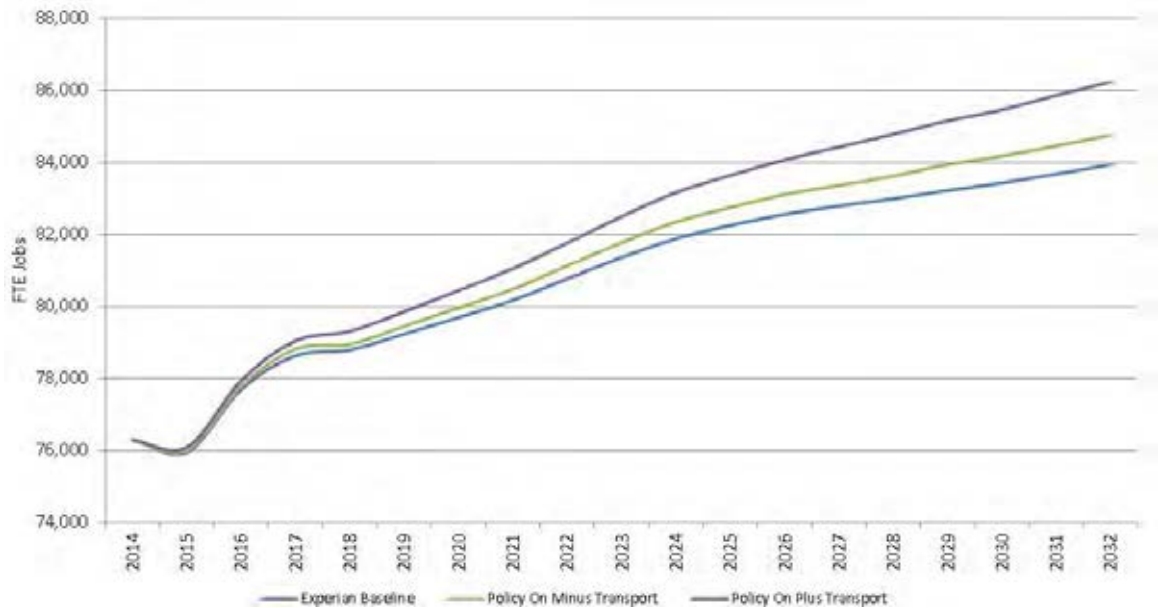
⁴⁴ On the basis of an assessment of commercial property websites in October 2016, set against the VOA's Business Floorspace statistics for 2016. The realism of these figures has been tested with local agents, who broadly agreed with the figure for office and industrial uses.

would be the most optimistic for Calderdale Borough and would see a net increase in job growth of 8,295, 2,045 higher than the Baseline.

7.30

The adjustments to the Experian forecasts outlined above increase the overall B-class job growth to +1,318 from 386 previously. B2 industrial-related jobs are still projected to decline for all the scenarios despite the higher growth rates, as the Borough's downward growth trajectory for many of the B2 sectors is mirrored at a regional and national level. However, the policy-on scenario lessens the rate of employment decline in these sectors from -2,028 to -1,657 to 2032.

Figure 7.3 Employment Change in Calderdale – Experian REM vs. Policy On Scenarios



Source: Experian REM March 2018 / Lichfields analysis

7.31

The resultant job projections are compared in Figure 7.3 and Table 7.4. As can be seen from the table, even the most optimistic of the scenarios still projects an overall net decline in employment in the B-Class sectors.

Table 7.4 Econometric Scenarios Net FTE Job Change in Calderdale 2016-2032

Change 2016-2032	1) Experian Baseline	2) Policy On Minus Transport	3) Policy On Plus Transport
Offices (B1a/b)*	1,658	1,795	2,043
Manufacturing (B1c/B2)**	-2,028	-1,896	-1,657
Distribution (B8)***	755	818	932
Total B-class Jobs	386	717	1,318
Other Non B-Class Jobs	5,864	6,260	6,977
Jobs in All Sectors	6,250	6,977	8,295

Source: Experian REM 2018 / Lichfields Analysis

* includes a proportion of public sector employment and administration & support services

** includes vehicle repair and some construction activities

*** includes elements of transport & communications sectors

- 7.32 These employment forecasts were then converted to floorspace requirements in a similar manner to the Experian baseline forecasts before. The resulting forecasts are slightly more optimistic in terms of office job growth and less pessimistic regarding industrial decline. These are set out in Table 7.5.
- 7.33 Overall, they forecast B-Class job and floorspace growth in Calderdale by 2032 that ranges from 85,828 sqm – 105,507 sqm net, all of which are above the Experian Baseline figure of 74,972. This is despite a consistent net decrease in the need for B1c/B2 industrial floorspace.

Table 7.5 Jobs based (Net) Employment Space Requirements in Calderdale 2016-2032

B Class sector	1) Experian Baseline (sqm)	2) Policy On Minus Transport (sqm)	3) Policy On Plus Transport (sqm)
Offices (B1a/b)	24,083	26,209	30,062
Industrial (B1c/B2)	-49,680	-46,453	-40,594
Warehousing (B8)	100,570	106,072	116,039
Total	74,972	85,828	105,507

Source: Lichfields Analysis

B. Future Labour Supply

- 7.34 It is also important to take into account how many jobs, and hence how much employment space, would be necessary to broadly match forecast growth of the resident workforce in the Borough. In contrast to the other approaches, this approach focuses on the future supply of labour rather than the demand for labour. This scenario then indicates the amount of new jobs needed to match the future working-age population, and how much employment space would be needed to accommodate these jobs.
- 7.35 At the time of writing, the most up-to-date Strategic Housing Market Assessment [SHMA] available for Calderdale Borough was produced in November 2015 on behalf of CMBC by Turley. A refresh of the SHMA is being undertaken, but the final report is not yet available. The SHMA modelled a range of demographic and employment-led scenarios and ultimately recommended an OAN range of between 946 dwellings per annum [dpa] and 1,169 dpa.
- 7.36 The 946 dpa figure aligns with the 10-year Past Growth (including Unattributable Population Change) scenario, whilst the 1,169 dpa figure aligns with the Jobs-led REM scenario (based on job forecasts produced in November 2014). A further (lower) scenario equates to the demographic starting point of the 2012-based Sub-National Household Projections [SNHP] with a headship rate sensitivity rate applied, which equated to 872 dpa.
- 7.37 The resultant projections and their job growth forecasts are presented in Table 7.6. It should be noted that the timeframes for the two studies are slightly different – the SHMA was working towards a timeframe of 2012-2033, whilst this ELS is working on the basis of 2016-2032 (hence the slight discrepancy with the annual dwelling need).
- 7.38 The Table indicates that the net job growth for Calderdale could range from a low of 1,250 to a high of 9,189 depending on the level of housing growth targeted. It is understood that CMBC's proposed housing requirement aligns with the lower end of this housing OAN range, at 946 dpa (which equates to 3,073 jobs).

Table 7.6 SHMA Housing OAN Modelling Outputs

	Calderdale			
	2016	2032	Change	annual
4) SNHP 2012 (with headship sensitivity) (872 dpa)				
Population	210,448	229,607	19,159	1,197
Households	94,057	106,491	13,348	834
Dwellings	97,827	110,759	13,883	868
Labour Force	106,952	107,970	1,250	78
Jobs	97,969	99,175	1,692	106
5) PG-10Yr (HH-12 Return) (946 dpa)				
Population	210,992	231,530	20,537	1,284
Households	93,526	107,968	14,441	903
Dwellings	97,275	112,295	15,020	939
Labour Force	107,446	110,196	2,750	172
Jobs	98,147	101,221	3,073	192
6) Employment-led - REM (Nov 2014) (HH-12 Return) (1,169 dpa)				
Population	209,822	243,423	33,602	2,100
Households	92,891	112,101	19,210	1,201
Dwellings	96,614	116,594	19,980	1,249
Labour Force	106,371	115,560	9,189	574
Jobs	97,166	106,148	8,983	561

Source: Lichfields 2016 / Turley November 2015

- 7.39 As noted above, the upper end of the OAN range is employment-led, based on the job forecasts produced by the November 2014 iteration of the Yorkshire and Humber REM model. Whilst the figures are not quite directly comparable as the labour supply figures relate to workforce jobs rather than the FTEs used in the Experian REM modelling, the March 2018 update projects a lower level of FTE job growth, of 6,250 over the coming 16 years to 2032. As such, the SHMA figure is out of date.
- 7.40 To translate these FTE job growth projections into employment floorspace requirements, similar assumptions concerning vacancy rates and employment densities (adjusted for workforce jobs rather than FTEs as set out above) as per the econometric demand side forecasting work were applied to the job projections.
- 7.41 The results are presented in Table 7.7. Under these new scenarios, addressing the future employment requirements of local residents would mean a requirement of between 2,478sqm and 102,767 sqm of B-class employment space (net) between 2016 and 2032 in Calderdale Borough.

Table 7.7 Calderdale B-Class Net Floorspace Required from Labour Supply Growth Scenarios, 2016-32

B Class sector	4) SNHP 2012 (sqm)	5) PG-10Yr (sqm)	6) Nov 2014 REM (sqm)
Offices (B1a/b)	10,975	14,615	29,926
Industrial (B1c/B2)	-83,033	-77,855	-52,175
Warehousing (B8)	74,536	84,568	125,016
Total	2,478	21,328	102,767

Source: Lichfields analysis

Estimating the Land Requirement

- 7.42 The next step involves translating floorspace into land requirements for office, industrial and warehousing uses. Land requirements have been calculated by applying appropriate plot ratio assumptions to the floorspace estimates. It has been assumed that a gross area of 1 ha is required to develop 4,000 sqm of office, industrial or warehousing / distribution space (equal to a plot ratio of 40%). This plot ratio is taken from the former ODPM Guidance on ELRs⁴⁵ and reflects typical development densities for these uses.
- 7.43 The resulting net land requirements for the three Labour Demand and three Labour Supply scenarios are set out in Table 7.8.⁴⁶

Table 7.8 Calderdale Net Land Requirements by Demand/Labour Supply-Led Scenarios (ha)

Scenario Use	Calderdale Labour Demand/Supply					
	1) Experian Baseline	2) Policy On Minus Transport	3) Policy On Plus Transport	4) SNHP 2012	5) PG-10Yr	6) Nov 2014 REM
Offices (B1a/b)	6.02	6.55	7.52	2.74	3.65	7.48
Industrial (B1c/B2)	-12.42	-11.61	-10.15	-20.76	-19.46	-13.04
Warehousing (B8)	25.14	26.52	29.01	18.63	21.14	31.25
All B Uses	18.74	21.46	26.38	0.62	5.33	25.69

Source: Lichfields Analysis

Scenario 7) Past Take Up Rates

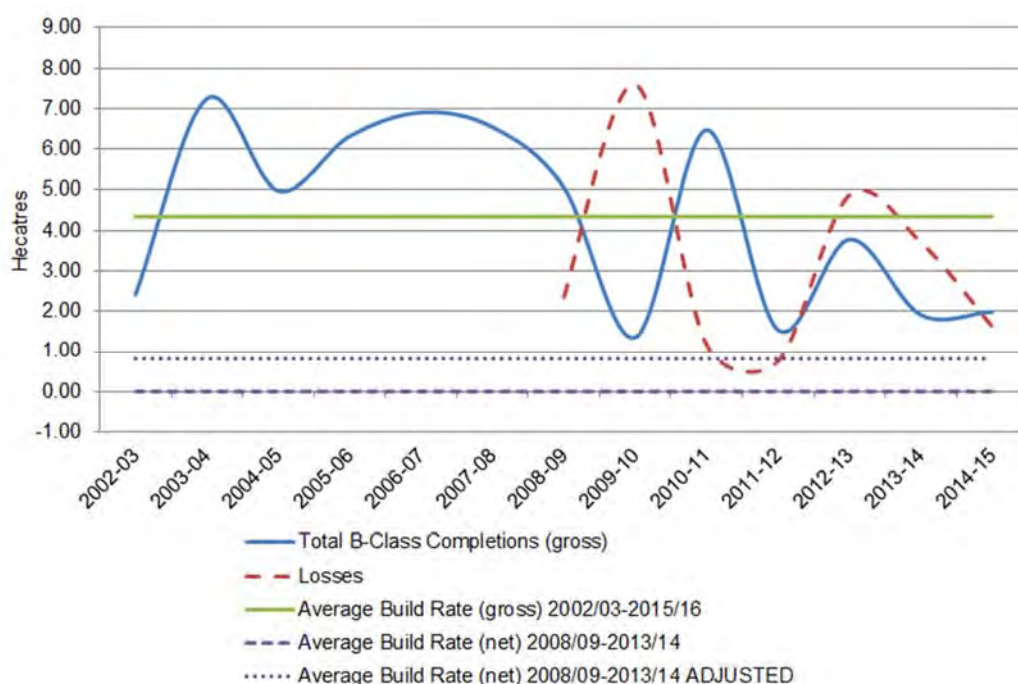
- 7.44 Because they reflect market demand and actual development patterns on the ground, in some situations long term completion rates of employment floorspace can provide a reasonable basis for informing future land needs, particularly where land supply or demand has not been unduly constrained historically. However, the future demand picture may not necessarily reflect past trends and some adjustments may be needed.
- 7.45 Data on past completions and losses by B-class sector was provided by CMBC. As Figure 7.4 illustrates, take-up of employment sites in Calderdale over the period 2002/03 to 2014/15 totalled 56.5 ha, or 4.35 ha per annum. Just 0.99 ha relates to B1a/b office space; 1.65 ha for B1c/B2 industrial and the remaining 1.7 ha for B8 warehousing.
- 7.46 Losses are not available covering the same period as they have only been provided for the narrower timeframe of 2008/09-2014/15. Over this time period, gross completions have averaged just 3.16 ha, which is identical to the rate of losses, meaning that the amount of net B-Class land effectively remained constant over that 7-year time period.
- 7.47 However, the amount of losses was substantially increased by the loss of B2 industrial land (totalling 22,853 sqm) at Shroggs Road, Halifax in 2009/10 for a retail warehouse unit. This alone represents 25% of all losses over this time period. If this were excluded as an anomaly to the figures, then the average net losses figures would be adjusted down

⁴⁵ ODPM (2004) ELR Guidance Note

⁴⁶ To take an example, the 9,899 sqm B1a net requirement for Calderdale identified under the Baseline job growth projection was increased to reflect the 40% plot ratio, and divided by 10,000 to translate square metres (floorspace) into 2.47 ha (land).

to **2.34 ha** annually, and the resultant net take up would equate to 0.817 ha as illustrated in Figure 7.4.

Figure 7.4 Past Take Up of Employment Land in Calderdale Borough



Source: Calderdale Borough Council 2016

- 7.48 This scenario simply assumes that future development rates of employment space up to 2032 will be similar to those that have occurred in Calderdale over previous years (the period for which take-up information is available for). As the net information provided by CMBC covers a relatively short period (7 years) this may not reflect longer term trends, hence the gross figure covering the period back to 2002/03 has also been included for comparative purposes.
- 7.49 The calculation of the net employment land figure set out below is therefore considered a relatively pessimistic approach. However, it can be used in this instance due to the detailed information made available by the Council regarding take up and losses of individual sites which allows a direct net comparison to be made.
- 7.50 This approach produces a gross requirement in Calderdale for between 50.54 ha and 69.57 ha, depending upon whether the short or long term take up rates are used. For the short term take up rate (for which consistent losses data is available), this would equate to a net requirement of 13.07 ha over 16 years to 2032 (Table 7.9).

Table 7.9 Employment Land Requirement for Calderdale based on Past Trends Continuing, 2016-2032

General B-Class Space	Gross Average annual completion rate (ha)	16-Year Gross Requirement (ha)	Net Average annual completion rate (ha)	16-Year Net Requirement (ha)
7) Short Term Take up (2008/09/10-2014/15)	3.159	50.54	0.817	13.07
8) Long Term Take Up (2002/03-2014/15)	4.348	69.57	-	-

Source: Lichfields analysis / CMBC data Note: adjusted to exclude the Shroggs Road loss

- 7.51 This approach assumes that past trends of development would continue unchanged, which may not fully reflect changes in the economy as it returns to growth. It may also underestimate future demand if the supply was constrained in the past, for example because of few sites becoming available or infrastructure / funding factors. Similarly, it may also underestimate future demand given that a large site within the new M62 Corridor Enterprise Zone has recently been designated within Calderdale Borough. This is likely to result in this key site becoming more attractive for relocations / expansions from firms who are unable to access any other source of government funding (outside of these areas) due to state aid rules.
- 7.52 On the other hand, future development rates for industrial space may be less than has been achieved historically as the sector rationalises and/or makes more efficient use of space.
- 7.53 Clearly the recession and prolonged economic downturn (and the continued economic uncertainty) have had a significant effect on the viability of development schemes and in this regard Calderdale is no different from the majority of other areas outside London and the Greater South East. Nevertheless, it is understood from speaking with the Economic Development Officers representing the authority and local commercial agents that Calderdale may have experienced relatively low levels of industrial development relative to underlying demand since at least the 2008/09 recession. This is considered to be due, in part, to a lack of suitable, available and deliverable land, particularly to accommodate small industrial units.
- 7.54 For this reason, and the fact that data across a longer period tends to be more reliable than data covering a narrower timeframe, it is considered that the Longer Term past take up rates are likely to represent more accurately the likely future demand for land in the Borough.
- 7.55 Nevertheless, clearly the Experian REM modelling work demonstrates limited prospects for growth for the B-class employment sectors (and indeed negative for B2). The practical physical constraints, Green Belt designations and relative inaccessibility of certain areas suggest that realistically, an upsurge in large developments in the authority area is unlikely for the foreseeable future.
- 7.56 In addition, all of the following suggest that the take up rates may not significantly increase in the future:
- 1 The move towards a more Business Services-orientated economy with significantly higher employment densities;
 - 2 The future supply of land in the authority is particularly constrained by topography and environmental constraints;
 - 3 The restructuring of the traditional manufacturing economy with the potential for 'recycling' of older sites;
 - 4 The Government's measures to facilitate the change of use from B1a office and B8 warehousing (and, from October 2017, B1c light industrial) to residential without the need for planning permission;
 - 5 The long-term impacts of the economic downturn and uncertainty surrounding the implications of Brexit;
 - 6 The significant reduction in public sector spending available to deliver difficult brownfield sites; and,

7 The need to consider alternative uses for existing B-class sites (i.e. for waste and recycling).

7.57 On balance, for Calderdale, it is suggested that the 4.35 ha gross annual past take up rate represents a valid figure going forward over the remainder of the plan period.

Safety Margin

7.58 To estimate the overall requirement of employment space that should be planned for in allocating sites, and to allow some flexibility of provision, it is normal to add an allowance as a safety margin for factors such as delays in some sites coming forward for development. This margin is a contingency factor, providing a modest additional land buffer so that supply is not too tightly matched to estimated demand, and so that shortages of land do not arise if future demand turns out to be greater than the forecasts. Such flexibility is sensible given the uncertainties in the forecasting process and the scope for delays in developing employment space.⁴⁷

7.59 The South East England Planning Partnership Board (SEEPB)⁴⁸ guidance on employment land assessments recommends an allowance that is equivalent to the average time for a site to gain planning permission and be developed, typically about two years. For Calderdale, on the basis of the gross take up⁴⁹ analysis set out in the Long Term Past Take Up Scenario 8, the following safety margins were added for B Class uses.

Table 7.10 Calderdale Safety Margin Allowances

All B-Class Uses	Gross Average Annual Take-up (ha)	2-year Safety Margin Added 2016-2032
Calderdale	4.35	8.70

Source: Lichfields Analysis

Convert Net to Gross Floorspace Requirements

7.60 To convert the net requirement for employment space into a gross requirement (the amount of employment space or land to be allocated), an allowance is also typically made for some replacement of losses of existing employment space that may be developed for other, non B-Class uses in future. This is a widely accepted approach in planning for future employment land needs.

7.61 A judgement was therefore made on the suitability and degree of the allowance for future losses which it would be appropriate to apply here based on the consultants' understanding of supply-side deliverability factors in Calderdale and current trends in the market. Not all losses need necessarily to be replaced as some will reflect restructuring in the local economy as less space may be needed in some sectors in future. However, some replacement is needed to refresh the quality of the stock and to avoid the employment land supply continually declining.

7.62 There is an argument that not all such losses of employment land should necessarily be replaced or reflected in an increased gross land requirement. This would be on the basis that the stock of employment land in Calderdale contains some older sites less likely to

⁴⁷ This safety margin is separate from the consideration of vacancy rate which is dealt with elsewhere.

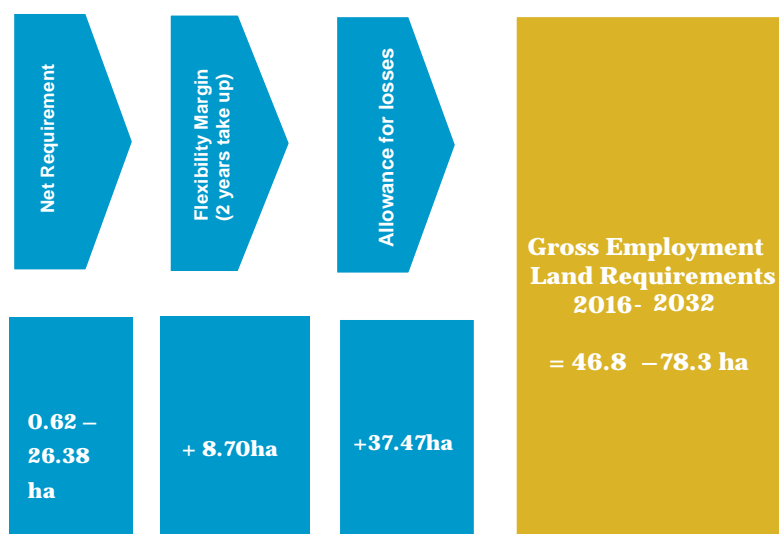
⁴⁸ SEEPB Economic and Employment Land Assessments Supplementary Guidance Consultation Document, 2009. Although the SEEPB no longer exists and the formal status of this guidance is not established, it is considered to be a source of good practice.

⁴⁹ The standard approach is to use gross take-up figures for this purpose.

meet future needs and is of a scale that reflects past industrial patterns, rather than the amounts of land needed in future.

- 7.63 However, against this argument is the likelihood that other sites may also be lost by 2032, and these will represent losses to the overall land portfolio, reducing choice within the market.
- 7.64 It is also worth considering the recent introduction of Permitted Development Rights permitting streamlined 'office-to-residential' conversion, especially given that commercial agents have pointed this out as being a current issue (alongside the suggestion that a considerable amount of the existing employment land stock in Calderdale is no longer fit for purpose and needs replenishing with better quality units more suited to meeting modern operator requirements).
- 7.65 Balancing these considerations, and having removed the Shroggs Road DIY store loss which risks distorting the level of losses overall it is suggested that a replacement factor of around **2.34 ha per annum** for Calderdale provides a reasonable basis to go forward, although this should be monitored by the authority over the next few years and adjusted as necessary to ensure that it is approximate to future losses.
- 7.66 Consequently, by adding on an allowance for replacement of losses (2.34 ha per annum, or 37.47 ha over 16 years) and factoring in two years of gross take up (8.70 ha) to allow for a suitable margin for choice, this results in a gross total requirement of approximately 43 ha – 74 ha between 2016 and 2032.
- 7.67 An alternative approach to calculating gross land requirements with a margin of choice is to apply a rate of 'churn' equivalent to 1% of Calderdale's existing stock per annum (see other local employment land studies e.g. Lichfield District, Nuneaton and Bedworth). For Calderdale, this could roughly equate to demand for around 6 ha per annum (based upon 1% of 2.4 million sqm of existing floorspace in the Borough and multiplied by 40% plot ratio), a figure that is a little lower than the 8.70 ha allowance for losses identified above which suggests the figure taken forward provides a degree of flexibility.
- 7.68 The model steps are summarised in Figure 7.5. The same steps described above to convert the net employment projections from net to gross (with a 2-year margin of choice) have been applied to the net historic take up figures described above for consistency.

Figure 7.5 Staged Approach to Employment Land Requirements



7.69 In summary, the demand-led range of indicative total gross land requirements to 2032, factoring in a 2-year margin of choice, results in the following range of demand projections for Calderdale:

- Econometric demand led projections: 64.91 ha – 72.54 ha;
- Labour Supply projections: 46.79 ha – 71.86 ha;
- Short Term/Long Term Past Take Up: 59.24 ha – 78.26 ha.

7.70 The full breakdown for Calderdale Borough is set out in Table 7.11.

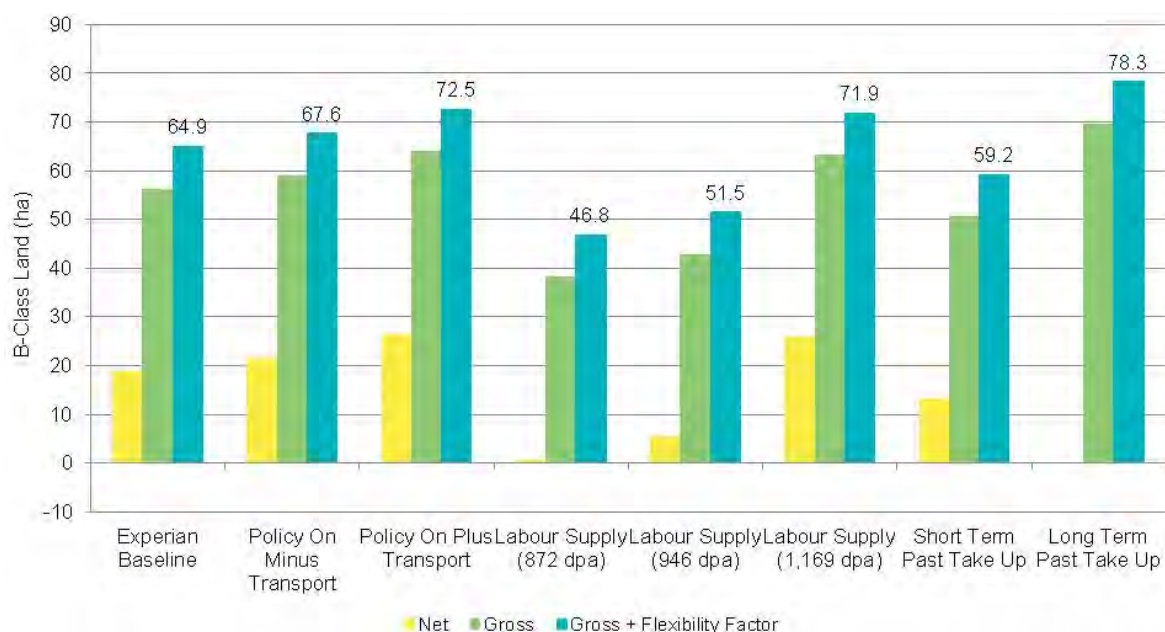
Table 7.11 Calderdale Gross Employment Land Comparisons 2016-32

		B1a/b	B1c/B2	B8	TOTAL
1) Experian Baseline	2016-2032 (net)	6.02	-12.42	25.14	18.74
	2016-2032 (gross)				56.21
	+ Flexibility factor				64.91
2) Policy On Minus Transport	2016-2032 (net)	6.55	-11.61	26.52	21.46
	2016-2032 (gross)				58.93
	+ Flexibility factor				67.62
3) Policy On Plus Transport	2016-2032 (net)	7.52	-10.15	29.01	26.38
	2016-2032 (gross)				63.85
	+ Flexibility factor				72.54
4) Labour Supply (872 dpa)	2016-2032 (net)	2.74	-20.76	18.63	0.62
	2016-2032 (gross)				38.09
	+ Flexibility factor				46.79
5) Labour Supply (946 dpa)	2016-2032 (net)	3.65	-19.46	21.14	5.33
	2016-2032 (gross)				42.80
	+ Flexibility factor				51.50
6) Labour Supply (1,169 dpa)	2016-2032 (net)	7.48	-13.04	31.25	25.69
	2016-2032 (gross)				63.16
	+ Flexibility factor				71.86
7) Short Term Past Take Up Rates	2016-2032 (net)	8.05	5.02		13.07
	2016-2032 (gross)				50.54
	+ Flexibility factor				59.24
8) Long Term Past Take Up Rates	2016-2032 (net)	-	-		-
	2016-2032 (gross)				69.57
	+ Flexibility factor				78.26

Source: Lichfields Analysis

7.71 The bottom end of the range is defined by the 872 dpa labour supply scenario, which does not comprise part of the OAN and ultimately the housing requirement taken forward by CMBC, which more closely aligns with the higher 946 dpa. By excluding the 47 ha 872 dpa labour supply scenario, the range would be in the order of 52 ha – 78 ha, with the labour supply scenarios remaining towards the bottom end of the range and the past take up being towards the upper end. As the 72 ha associated with the 1,169 dpa labour supply target is based on job projections that are out of date, this scenario could be excluded. This would not change the range, although the reality checks set out below also need to be taken into consideration.

Figure 7.6 Calderdale Gross Employment Land Projections



Reality Check

- 7.72 Clearly the levels of future demand for B-use class land projected by the various employment-based projections differ. The projections are largely trend-based; in particular, the past take up has been (at least partly) recorded during an unprecedented recession in the commercial market nationally. It is likely that the actual performance of Calderdale's economy and commercial property market will lie somewhere between the econometric and past trends projections.
- 7.73 In order to provide a clearer steer as to what level of growth Calderdale should be planning for, it is important to apply a series of reality checks.

Adjustments to Plot Ratios

- 7.74 The estimates of land requirements are clearly highly sensitive to the various assumptions used. The job / floorspace ratios and plot ratios adopted here reflected those in the former ODPM guidance⁵⁰. At present, it is assumed that the plot ratio⁵¹ of 40% is generally applied to out-of-centre office space, industrial space and warehousing.
- 7.75 If a lower level were applied to all types of employment land of, say, 30%, this would make a modest difference to the overall net requirement, of up to 3 ha for the Econometric scenarios. However, given that CMBC are keen to broaden their employment base and become less reliant on manufacturing industries and encourage more service-based development (which tend to have higher plot densities), and with the Framework's requirement for office space to be located in town centres rather than out of centre, this could point to plot densities increasing, rather than decreasing in future. On

⁵⁰ Employment Land Reviews Guidance Note, ODPM (2004)

⁵¹ A plot ratio is the total building square footage (building area) divided by the site size square meterage (area of the plot). Therefore, a plot ratio of 150% would indicate that the total floor area of a building is 1.5 times the gross area of the plot on which it is constructed. For practical purposes, this would equate to a 3 storey building with fifty percent plot coverage, the remaining plot area being occupied, for example, by access roads, parking and landscaping.

this basis, it is considered reasonable to assume that the majority of future development in the authority areas will be at plot ratios closer to 40% than 30%.

Adjustments to the Margin of Choice

- 7.76 A more significant assumption in terms of sensitivity is the 2-year safety margin added. A 2-year margin of choice may ordinarily be seen as being reasonable, particularly in the light of the on-going economic uncertainties and the need to provide market ready sites to prevent occupiers from moving beyond the authority areas when searching for appropriate sites. Hence an increased margin of choice would help to provide a balanced portfolio. A number of agents have commented that an overall lack of supply, combined with the lack of appropriately sized units and poor infrastructure/access serve as a deterrent to companies wishing to locate in the local authority areas.
- 7.77 It should also be noted that the UK as a whole is likely to experience a period of economic recovery in the coming years which may result in increased demand for employment land beyond that projected by the various scenarios (the uncertainty surrounding Brexit notwithstanding).
- 7.78 In summary, it is recommended that the approach taken in defining a two-year margin of choice remains valid.

Commercial Perspective

- 7.79 From an analysis of enquires data provided by CMBC, a quarter of requests were for industrial units of 20,000 to 40,000 sq ft (1,858-3,716 sqm). Enquiries for industrial premises ranged from 6,000 up to 100,000 sq ft (557-9,290 sqm). The enquiries data highlighted that there are local businesses at risk of leaving the Borough to find premises elsewhere due to difficulties in finding a suitable site.
- 7.80 This quantitative data is generally supported by the qualitative views of local agents and stakeholders. Demand for premises is focused upon the industrial market, and the office market typically remains flat across the Borough. Agents reported that as well as risking local businesses leaving the Borough, the shortage of sites was also hampering attempts of businesses from elsewhere re-locating to Calderdale. Agents reported that vacancy rates for the office market were relatively high due to low demand and comparatively high supply. In contrast to this, strong levels of demand for industrial premises and a short supply is resulting in low vacancy rates as a whole, though agents reported that in some poorer quality areas vacancies are much higher.
- 7.81 As a result, agents took the view that there was a clear need for additional B2/B8 units rather than new B1a office space. Additionally, agents and stakeholders identified a need for new strategic development sites in the south east of the Borough where demand is greatest due to the proximity to the M62.
- 7.82 In terms of business start-up units, stakeholders commented that there is demand for small industrial units for small businesses and business start-ups. Demand for small industrial units is strong across all areas of the Borough, though there is a notable supply shortage in rural areas such as Hebden Bridge.
- 7.83 It was suggested by local agents that beyond the prime areas in the south-east of Calderdale, most demand is generated by local businesses wishing to relocate or expand. Most local businesses expressed a desire to stay within the Borough either by expanding their existing premises or relocating elsewhere within the local authority area.

- 7.84 Agents commented that the viability of new build commercial or industrial development was an issue in Calderdale. This is driven by high land costs from a shortage of unconstrained sites and high build costs.

Conclusions

- 7.85 This report has appraised a range of employment land projections for Calderdale using a variety of methodologies in accordance with Government guidance.
- 7.86 It is important to identify an appropriate level of need that achieves a balance between market realism and economic and planning policy objectives. A range of qualitative and quantitative factors have been considered within this report that can help to inform a judgment on the appropriate level of need, with the key issues set out below:
- 1 There is a lack of good quality small to medium-sized industrial premises, though there is greatest demand for such premises. In particular, there has been a supply shortage of new sites in recent years which has restricted the availability of sites for indigenous businesses to expand.
 - 2 Future realisable demand may be further restricted by the poor and ageing existing stock, particularly to the west of the Borough but also in parts of Halifax. The congested highway network means that demand from businesses looking to move to the Borough only consider sites in close proximity to the M62. The industrial estates in the prime locations of the Borough are nearing full capacity with little land available for development.
 - 3 Agents suggested that there is strong underlying demand for B2 industrial premises, and demand for B8 warehousing is concentrated almost exclusively to prime locations in Brighouse and Elland.
 - 4 Calderdale has a relatively high job density ratio of around 0.85 compared to the Yorkshire and the Humber average of 0.80 (2016). However, out-commuting into neighbouring authorities for work remains an issue for Calderdale, with a net loss of around 1,700 employed residents daily. There are high levels of out-commuting to nearby Kirklees, Bradford and Leeds. Rebalancing the land uses of the Borough to ensure that more, and better quality, jobs are provided could help to reverse this trend and 'claw-back' out-commuters, reducing net out-commuting rates (although this would need to be a choice made by the authority).
 - 5 Labour supply analyses for Calderdale based on the delivery of 946 dpa (which is understood to comprise the Council's current housing requirement) indicate that the number of economically active residents is forecast to increase by 2,750 over the coming years. On this basis, around 52 ha (gross) could be required up to 2032.
- 7.87 Consequently, on the basis of these considerations, for Calderdale, a range of between 52 ha and 78 ha (gross) of employment land may be considered appropriate to 2032. This is approximate to the Labour Supply at the lower end, and the Long Term Past Take Up projection at the top end.
- 7.88 The range aligns with Calderdale's housing requirement at the lower end of the scale; the need to revitalise current poor-quality stock; the imbalance of the portfolio in terms of the size of properties available, continued demand for B2 floorspace and the emerging business service sectors, whilst factoring in the continued economic uncertainty and the practicalities of the physical constraints of the authority area which may preclude a step-change in delivery.

- 7.89 Furthermore, it is recognised that the labour supply projections which link to the Objectively Assessed Housing Need are towards the lower end of this range. Whilst it has been acknowledged that there is not a direct causal link between housing and employment land requirements, there is nevertheless a need to ensure that the two dovetail together to avoid any unsustainable outcomes.
- 7.90 As such, if the Council was to consider going for the top end of the employment land range, they would need to be mindful of the housing implications by either considering a higher level of housing delivery, or reviewing other policy interventions to minimise any adverse labour force and economic implications. This could include the need to 'claw back' out-commuters and planning for a mix of housing which encourages the retention of residents of an economically active age or encourages younger economically active people to move into Calderdale.
- 7.91 It is recognised that this may be difficult to achieve and would therefore require strong policy interventions by the Local Authority, set out in their Local Plan, with suitable policy measures such as the provision of better quality employment opportunities, and monitored on a regular basis by the Council to test whether its aspirations and policy measures remain appropriate.
- 7.92 In terms of how the 52 to 78 ha range for Calderdale could be split between the B1a/b, B1c/B2 and B8 uses, it is not possible to directly translate the net split into gross requirements, as the data is not sufficiently robust to enable a precise breakdown of land lost/margin of choice by use type. Furthermore, there are a number of conflicting considerations:
- 1 Based on the current 'stock' of floorspace in Calderdale Borough, there is a considerable supply of industrial units, comprising approximately 87% of all floorspace in the Borough (2.1 million sqm of the 2.42 million sqm total floorspace), compared with approximately just 13% for B1a office (310,000 sqm).⁵²
 - 2 The Experian job growth forecasts indicate stronger growth in B1a/b offices and B8 warehousing land requirements; and a decline in demand for B2 industrial. The various policy-on forecasts suggest slightly higher growth in B1a/b office and B8 floorspace and a less pronounced decline in B2 land requirements.
 - 3 The LEP's target growth sectors have a reasonable split between the knowledge economy, manufacturing, health and life sciences, logistics and creative and digital sectors.
 - 4 Vacancy levels for office space, at just over 10% of the total stock across the Borough, represent a reasonable balance between demand and supply. In contrast, vacancy rates for industrial units are much lower at just 4%, suggesting that there is a general shortage of available industrial and warehousing stock in Calderdale at present.
 - 5 The stakeholder discussions and Business Enquiry data suggests that there is limited demand for new office space. Most requirements are for small to medium sized (2,000 to 10,000 sq ft, or 186-929 sqm) modern, industrial units in the south east of the Borough where there is good access to the M62. Many respondents identified a strategic need for new, unconstrained, sites larger than 5 ha in the south east of the Borough.
- 7.93 On the basis of the points above, it is considered that an indicative split of 20% for B1a/B1b office, 40% for B1c/B2 industrial and 40% for B8 land could be appropriate.

⁵² VOA statistics (2012)

- 7.94 This seeks to balance the replacement of existing industrial stock and low vacancy levels at present with aspirations for heightened demand in this sector going forward; the positive growth in office requirements alongside economic aspirations for this sector; the structural decline of the manufacturing sector and the ongoing demand for B8 warehousing (recognising that this land hungry sector requires a disproportionate amount of land relative to employment generated).

Policy Advice for Calderdale

This report does not seek to make a planning or policy judgement; this is a matter for CMBC when taking account of the information before them. The report therefore represents a first stage for further consideration of all relevant factors through the Local Plan process.

On this basis, the recommended employment land requirement range for CMBC is as follows:

52 ha to 78 ha 2016-2032.

Of this range, it is suggested that around 40% should be identified for B1c/B2 manufacturing land; 40% for B8 warehousing, and the remaining 20% for new office space.

- 7.95 The selection of the final employment land target will depend upon the preferred level of employment growth for Calderdale. The identification of the number of new jobs that are to be sought will be based upon the identification of policy aspirations relating to the promotion of key sectors in accordance with the economic and spatial vision for the area.

8.0 **Review of Existing Employment Sites Portfolio**

- 8.1 This section presents the findings of an assessment of employment land supply in the Borough and considers the characteristics and quality of existing and allocated employment sites in Calderdale and their suitability to meet future employment development needs.
- 8.2 In consultation with the Council it was agreed that the assessment should focus on sites that are either currently in existing employment or other use, or allocated for employment use within the adopted UDP (As Amended 2009).
- 8.3 The committed stock of employment space in the study area therefore comes from two key sources:
- 1 UDP allocations: designated new employment sites under policies in the UDP (that have not yet been built out); and,
 - 2 Extant planning permissions: other sites with extant planning permission (i.e. permissions that have not yet expired and could be implemented) for employment development (as at March 2016).
- 8.4 We have also appraised vacant land within existing employment sites; specifically, designated Primary Employment Areas incorporating under-utilised land.
- 8.5 The committed supply of employment space has been identified by Council Officers as falling within the above categories.
- 8.6 In total, 70 existing or allocated sites were assessed, amounting to 154 ha of land (gross).
- 8.7 The location of the assessed sites is presented in Figure 8.1.
- 8.8 An additional 63 potential future employment sites identified by Council Officers and Lichfields were also assessed to determine their suitability for employment uses. These potential sites are discussed in Section 9.0.

Approach

- 8.9 All the aforementioned sites were inspected and, in accordance with the Practice Guidance, their suitability for employment use was assessed against the following criteria:
- 1 Physical limitations or problems such as strategic road/local access, infrastructure, ground conditions, flood risks, pollution or contamination (where known);
 - 2 Potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
 - 3 Appropriateness and likely market attractiveness (including vacancy and market activity on site) for the type of development proposed;
 - 4 Proximity to labour and services;
 - 5 Barriers to Delivery; and
 - 6 Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.
- 8.10 In addition to the above criteria, the assessment also considered other site-specific factors such as their policy status, planning constraints and suitability for specific uses. Although

flood risk was considered as a part of this assessment, it is recognised that being in a flood zone does not necessarily preclude some types of commercial uses from coming forward for development.

- 8.11 Alongside site visits undertaken by Lichfields, the analysis was supplemented by discussions with key stakeholders such as commercial agents and Council Officers. The assessments also reviewed data provided by CMBC such as flood risk, transport accessibility, natural and historic environment factors, and relevant planning history.
- 8.12 Lichfields has not undertaken detailed site viability analysis or been provided with details regarding land ownership. The site assessments were based on site observations and desk-based analysis from publically available data.
- 8.13 Individual sub area maps for the assessed sites are included in Appendix 3, while details of the criteria used to rate these sites are contained in Appendix 2. Tables summarising the assessment of each site against these appraisal criteria are also included at Appendix 4. Appendix 5 provides a series of site pro-formas containing photographs, red-line boundaries on aerial maps, descriptions, assessments, the final rating and recommendation for each of the assessed sites.
- 8.14 The criteria rating categories of 'very good', 'good', 'average', 'poor' and 'very poor' are intended to provide a broad indication of the overall quality of employment land supply rather than a comparison of one site against another.
- 8.15 It should be noted that the assessment process in itself does not necessarily provide a complete picture of the local significance of certain sites. For example a site could be assessed to have the potential to satisfy particular business and sector needs (i.e. which can be important reasons for retaining the site) even if it does not perform well against conventional site assessment criteria. A wider commentary is therefore provided to supplement the formal rating exercise.
- 8.16 Accordingly, the assessment is also informed by factors such as market intelligence, market attractiveness, sustainability considerations and compliance with planning policy set out in the Framework. Greater weight has been given to sites which best respond to the market's needs and where any identified constraints can be overcome, with appropriate mitigation, through the planning process. A site, for example, could be considered as having the potential of satisfying particular business or sector needs (which can be important reasons for retaining it, even if it does not perform well against conventional site assessment criteria).
- 8.17 Similarly, sites with significant known impediments / constraints (such as contamination, or subject to significant flood risk) have been downgraded. If any site constraints were to be removed in the future (i.e. policy constraints, access improvements, site contamination/ remediation), the scoring of a site would be likely to improve.
- 8.18 It is also important to note that the assessments are based on the conditions and data observed during the timescales of the study. Such information is time-sensitive and may change in the future. The intrinsic qualities of sites and the associated ratings have been derived on this basis of assessment. It is possible that the relative rankings of sites could change in the future if measures were put into place to enhance their functioning as employment sites (for example through new infrastructure and servicing).
- 8.19 The assessment provided in the following sections is presented on a 'without prejudice' basis as evidence to inform the preparation of Calderdale's emerging Local Plan. It does not constitute Council policy and future employment allocations should be determined through the formal consultation process as part of the Local Plan.

Overview of Committed and Existing Employment Sites

8.20

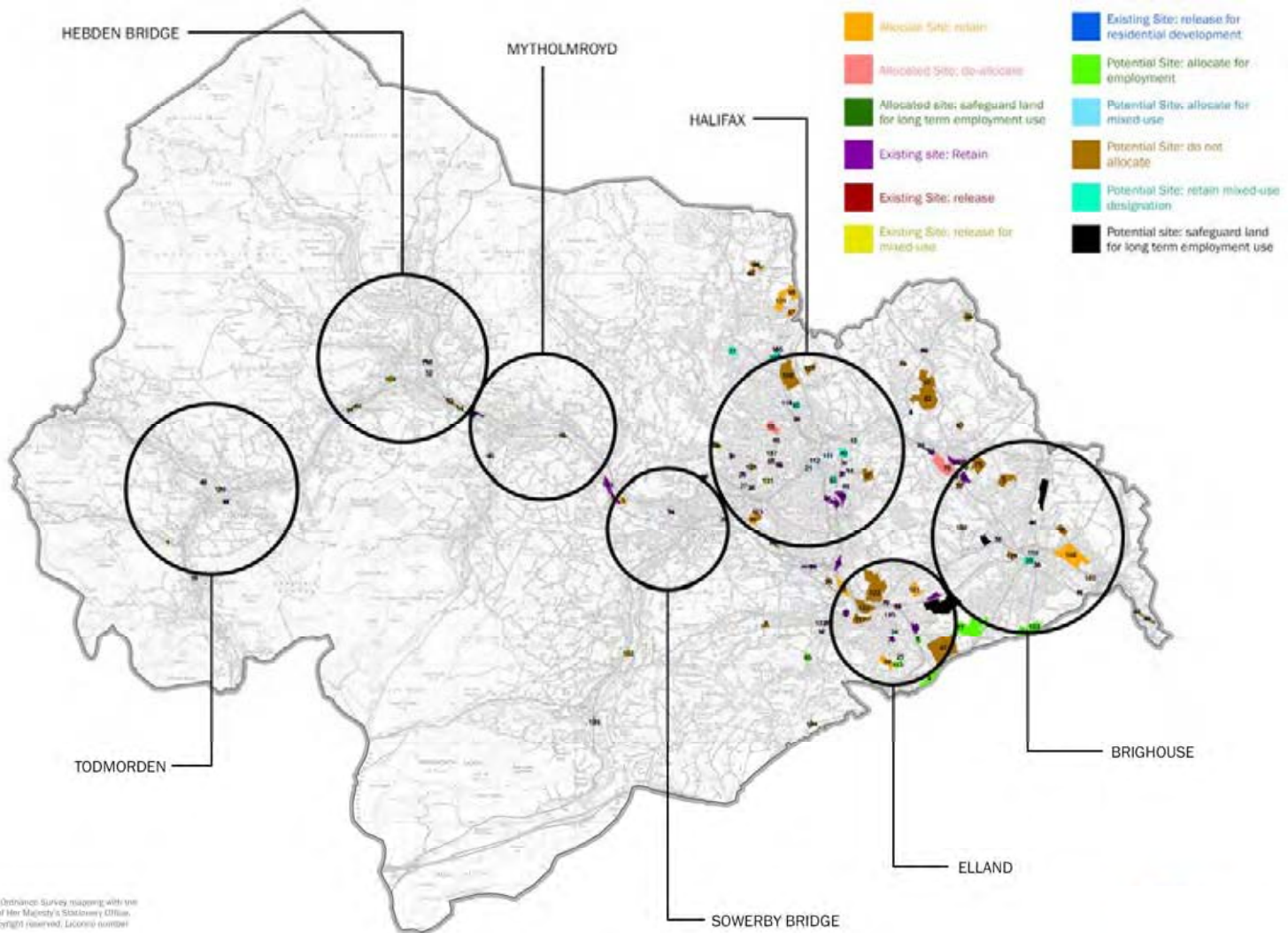
As summarised in Table 8.1, overall, around 154 ha (gross) of existing / committed employment land was assessed for this study. Almost 96 ha (gross) of the land assessed comprised sites which are wholly allocated as new employment sites in the UDP. The remaining 58 ha (gross) of existing employment sites, designated as Primary Employment Areas, was also assessed (including vacant land within these sites).

Table 8.1 Distribution of assessed employment sites in Calderdale

Location	Number of sites			Total gross site area (ha)	% of total gross site area
	Allocated	Existing			
Halifax	5	25		50.95	33%
East Calderdale	7	20		84.75	55%
West Calderdale	4	9		18.44	12%
Total	16	54		154.14	100%

Source: CMBC Monitoring Data / Lichfields Analysis

Figure 8.1 Overview map of employment sites



Existing and Allocated Employment Sites

- 8.21 The final recommendation for each site is informed by the site assessment and commentary as presented in Appendices 4 and 5 respectively. The recommendations are based on a rounded qualitative judgement reflecting a detailed consideration of the following key issues:
- 1 **Sustainability** – whether a site demonstrates characteristics that make it sustainable, such as being previously developed land; accessible by public transport; compatible with neighbouring uses; and in an area at a lower risk of flooding;
 - 2 **Market Attractiveness** – whether a site is financially viable from a developer's point of view (taking into account the possible need for site remediation, levelling and off-site and on-site infrastructure work); in an area of strong demand; and likely to be viewed as attractive by agents/occupiers;
 - 3 **Policy Adherence** – whether there are any known policy constraints affecting the site or immediate surrounding area. These may relate to the natural, built and/or historic environment.
- 8.22 Overall the assessments of existing sites indicate that the Borough has a range of employment sites of varying quality and type. However there is a shortage of large modern sites that have good access to transport links. Much of the existing stock comprises older buildings, some of which are mill buildings. In general, these premises do not currently meet the needs of modern businesses, and consequently tend to have higher vacancy rates.
- 8.23 The majority of the assessed sites accommodate either industrial (B2) and distribution (B8) uses. However, there are also several sites in and around the larger settlements that host B1 office uses. These are typically small premises though there are some notable exceptions such as Northgate House (NLP111) in Halifax Town Centre. Dean Clough, the most significant source of new high quality office space in the Borough, was not assessed as it is fully built out.
- 8.24 The following sections consider the sites and employment areas within the three sub-areas of Halifax, East Calderdale and West Calderdale. It should be noted that the terms 'de-allocate' and/or 'release' refers to our recommendation that a site should not be allocated in the Local Plan for employment use.

Halifax

- 8.25 The Halifax sub-area contains 30 existing / allocated sites covering 51 ha (gross) or 32 ha (net). The assessed sites in Halifax contained a mix of larger allocated sites that have yet to come forward, as well as smaller existing sites. 13 of the 25 existing employment sites had developable space, though this averaged just 0.6 ha per site. Many of the existing sites had average-to-poor quality buildings, which is reflected in the relatively high number of sites rated as average or poor.
- 8.26 Additionally the extra distance to the motorway network was an important factor in suppressing site ratings as this weakened the attractiveness of the area for logistics companies reliant on rapid access to the strategic road network. It should be noted that there are improvements planned for the main route into and around the town centre from junction 24 of the M62 through the West Yorkshire Plus Transport Fund [WY+TF] A629 scheme. Improvements to the A641 are also planned under the WY+TF.
- 8.27 Many of the better-quality sites in the sub-area were located in and around the Holmfield Industrial Estate and Sidhil Business Park.

8.28 Despite this, discussions with commercial agents confirmed that there are generally high levels of demand for industrial premises in the Halifax sub-area. Demand is driven by SMEs requiring good quality premises, typically between 1,000 and 2,000 sq ft (93 – 186 sqm) in size. Whilst much of the existing industrial premises in Halifax have older and some poor buildings, industrial rents are still comparable to the rest of West Yorkshire due to a wider supply shortage. Agents reported that due to the advanced age of most of the industrial premises in Halifax, when they do come onto the market they tend to require significant refurbishment to bring them back up to modern standards.

8.29 Demand for office space is generally weak in Calderdale Borough, although where it is required, it tends to be focused on Halifax. Here, most demand is for small office spaces, frequently converted Victorian premises in or close to the Town Centre. However, several commercial agents reported that demand for such premises has flattened recently. Halifax is home to Dean Clough, a former mill refurbished to a high standard. Dean Clough draws in nearly all enquiries for larger amounts of office space.

8.30 Table 8.2 summarises the assessed sites in the Halifax sub-area.

Table 8.2 Summary of assessed allocated and existing sites in the Halifax sub-area

Site (LP Reference No.)	Address	Size (ha) (net)*	Site Rating (no. sites)	Current Status and Recommendation
NLP121 (LP1562)	Land off Riley Lane, Holdsworth Road	7.52	Good (5)	Allocated site – retain (and extend)
NLP62 (LP0975)	Land off Arnold Street	0.33		Existing site - retain
NLP63 (LP0976)	Clarence Mill	0.25		Existing site - retain
NLP89 (LP1134)	Shaw Lodge Mill Complex	1.35		Existing site - retain
NLP97 (LP1217)	Land and Premises Holmfield Industrial Estate	1.25		Allocated site - retain
NLP104 (LP1227)	Shay Lane	0.00	Average (16)	Existing site - retain
NLP105 (LP1228)	Drakes Industrial Estate	0.00		Existing site - retain
NLP114 (LP1433)	Land off Old Lane	0.34		Existing site - retain
NLP131 (LP1431)	Former Mayfield Garage	0.22		Existing site - release for mixed use
NLP17 (LP0187)	Elmwood Garage, Shaw Hill	0.00		Existing site - retain
NLP28 (LP0405)	Mill Building, Dunkirk Lane	0.00		Existing site - retain
NLP29 (LP0406)	Land off Mile Cross Road	0.00		Existing site - retain
NLP30 (LP0409)	Land off Bob Lane/Hubert Street	0.64		Existing site - retain
NLP32 (LP0472)	Land off Lilly Lane	0.70		Existing site - retain
NLP60 (LP0971)	Land off Adelaide Street	0.00		Existing site - retain
NLP66 (LP1004)	Land off Burnley Road	0.00		Existing site - retain
NLP87 (LP1132)	Bus Depot Skircoat Road	0.00		Existing site - retain
NLP88 (LP1133)	Land off Sedbergh Road and Siddal New Road	2.40		Existing site - retain
NLP95 (LP1203)	Star Garage, Wakefield Road	0.00		Existing site - retain
NLP98 (LP1219)	North of Holmfield Industrial Estate	6.15		Allocated site - retain
NLP99 (LP1220)	Adjacent Lloyds, Wakefield Road	3.22		Allocated site - retain
NLP15 (LP0166)	Site of Tip, Shroggs Road	5.98	Poor (9)	Allocated site - de-allocate
NLP16 (LP0170)	Salterhebble Waste Water	0.00		Existing site - retain

Site (LP Reference No.)	Address	Size (ha) (net)*	Site Rating (no. sites)	Current Status and Recommendation
	Treatment Works		30	
NLP26 (LP0402)	Land off Gas Works Road	0.58		Existing site - release for mixed use
NLP27 (LP0403)	Land off Warley Road / Parkinson Lane	0.00		Existing site - release for mixed use
NLP44 (LP0706)	Stoney Royd Mill / Albion Mills	0.00		Existing site - retain
NLP61 (LP0974)	Land off Lister Lane	0.16		Existing site - retain
NLP73 (LP1068)	Land at Hollins Mill Lane	0.14		Existing site - retain
NLP74 (LP1069)	Hollins Mill	0.43		Existing site - retain
NLP91 (LP1179)	Old Lane/Stable Lane	0.30		Existing site - retain
Total		31.96	30	25.18 ha net after recommendations

*Where net size = 0ha, the plot is fully developed

- 8.31 As can be seen in Table 8.2, the majority of the existing and allocated sites in Halifax were recommended to be retained for employment use. This is because even though several of the sites rated quite poorly when set against the appraisal criteria for the reasons set out above, the sites nevertheless perform an important local function in the context of relatively high demand for industrial premises in Halifax.
- 8.32 In addition, it is recommended that the current boundary of site NLP121 (Land off Riley lane, Holdsworth Road), an employment allocation rated as 'Good', be extended slightly to the south. This expansion would increase the net developable area to 7.52 ha, and allow for a high quality landscape buffer to the residential properties to the south-west.
- 8.33 In total, four existing and/or allocated sites were recommended to be released to alternative uses in the sub-area. Three of these sites were identified as being more appropriate for mixed use development (NLP131 Former Mayfield Garage, NLP26 Land off Gas Works Road and NLP27 Land off Warley Road/Parkinson Lane). The buildings at these sites are of a relatively poor quality and in need of refurbishment, as well as being located in predominantly residential areas unsuited for industrial uses. NLP26 (Land off Gas Works Road) is also constrained by flood risk as well as the on-site gas works.
- 8.34 NLP15 (Site of Tip, Shroggs Road) is recommended to be de-allocated from the employment land portfolio. The site has remained undeveloped since being allocated in 2006 and commercial agents reported this is because the site's history as landfill is unattractive to developers due to the additional remediation costs that would accrue. The site also performs an important recreational function for local residents although this is not formalised in policy.
- 8.35 Taking into account these recommendations the site portfolio in Halifax would be reduced to 26 sites covering 25.18 ha (net). The majority of the available land for development comprises the allocated sites in and around the Holmfield Industrial Estate and Sidhil Business Park. These allocated sites are expected to be come forward in their entirety over the plan period as they are located in an attractive market area surrounded by established industrial uses.

East Calderdale

- 8.36 The East Calderdale sub-area has the largest number of existing and allocated sites in the Borough. There are 27 sites in the sub-area covering almost 85 ha (gross) - 55% of the Borough's entire portfolio. It is the only sub-area with allocated or existing sites rated as being 'very good', which is partly attributable to its excellent proximity to the M62. In

general, sites within the East Calderdale sub-area are of 'good' or 'average' quality; and only four were rated as 'poor'.

- 8.37 Existing premises in East Calderdale are generally more modern compared to the rest of the Borough, though a significant proportion of buildings date from the 1950s and 1960s. As a result several of these premises do not meet modern business standards. There are however fewer older mill buildings, which are more prevalent elsewhere in the Borough.
- 8.38 East Calderdale accommodates several large and popular industrial estates. This includes the Armytage Industrial Estate in Brighouse and the Lowfields and Ainleys industrial estates in Elland. These industrial estates accommodate some of the largest premises in the Borough, though all of these estates are nearing full capacity. In particular, the Armytage Industrial Estate has little undeveloped land except for smaller plots on its southern periphery.
- 8.39 Whilst there is considered to be a shortage of sites in the sub-area it does have 45.49 ha net developable area on allocated sites. Nearly half of this supply comprises the Clifton Enterprise Zone site (NLP108), at nearly 21 ha of net developable area. The Clifton site is strategically important not just to Calderdale but also to the wider LCR. Unlocking the site and fast-tracking its development is a key priority for the Council and the LEP.
- 8.40 The existing employment sites are generally fully developed however and have little available land for development. 12 of the 20 sites have less than 7 ha of net developable area remaining, whilst the other eight are fully developed.
- 8.41 The commercial property market in East Calderdale is predominantly driven by industrial premises. The sub-area is also the focus for warehousing and distribution uses due to its proximity to the M62. As a result, East Calderdale has the highest rental levels and strongest demand for industrial premises across the Borough.
- 8.42 There are strong levels of demand for industrial premises up to 10,000 sq ft (929 sqm) in East Calderdale; businesses looking to locate in this area typically need higher levels of space than elsewhere in the Borough. There have been enquiries for larger premises of up to 60,000 to 80,000 sq ft (5,574-7,432 sqm) in the wider West Yorkshire; although there are no sites in East Calderdale that could currently meet this requirement. Commercial agents considered that whilst it would be challenging to accommodate sites towards the upper end of this scale in East Calderdale there would likely be significant interest in a large site with good accessibility to the M62.
- 8.43 East Calderdale therefore receives the greatest levels of demand for industrial sites in the Borough and this is expected to continue in the future. There is a significant need for new sites to come forward to accommodate this demand. As well as meeting short term demand for premises there is also a strategic need to provide sites in East Calderdale to encourage the Borough's economy to grow in the long term. In the short to medium term, Smart Motorway improvements to the M62 will increase the attractiveness of most sites in East Calderdale. In the long term the proposed M62 junction 24a has the potential to unlock new sites and strengthen the attractiveness of East Calderdale to businesses. Development of the junction would be strategically important to the economies of Calderdale and Kirklees, and it is highly likely to generate significant positive impacts for the LCR as a whole. This is explored further in Section 9.0.
- 8.44 There is a modest office market in East Calderdale which caters primarily for local, indigenous, businesses. Existing office premises in East Calderdale are typically converted Victorian buildings in town centres rather than purpose-built office accommodation.

8.45

Table 8.3 summarises the assessed existing and allocated sites in East Calderdale.

Table 8.3 Summary of assessed allocated and existing sites in the East Calderdale sub-area

Site (LP Reference No.)	Address	Size (ha) (net)*	Site Rating (no. sites)	Recommendation
NLP100 (LP1221)	Armitage Road	0	Very Good (3)	Allocated site - retain
NLP101 (LP1223)	Lowfields, Lacy Way	2.52		Allocated site - retain
NLP108 (LP1232)	Land at Wakefield Road / Clifton Common	20.46		Allocated site - retain
NLP23 (LP0332)	Brow Mills Industrial Estate	0	Good (7)	Existing site - retain
NLP33 (LP0481)	Land at Stainland Road	2.15		Allocated site - retain
NLP35 (LP0510)	Land at North End, South Lane	0		Existing site - retain
NLP40 (LP0579)	126-128, Bradford Road	0		Existing site - retain
NLP58 (LP0960)	Land off South Lane	5.29		Allocated site - retain
NLP8 (LP0030)	Hough Mills	0		Existing site - retain
NLP80 (LP1087)	Church Street	0		Existing site - retain
NLP115 (LP1443)	Land between Wistons Lane and Jubilee Way	0.23	Average (12)	Existing site - retain
NLP12 (LP0059)	Site of Former Ing Wood Mills	0.26		Existing site - retain
NLP132 (LP0057)	Sunside Service Station Ltd	0		Existing site - retain
NLP2 (LP0009)	Lowfields, Land around Nu Swift site	0		Existing site - retain
NLP24 (LP0334)	Lightcliffe Works	0		Existing site - retain
NLP36 (LP0520)	Land between Lowfields, Wistons Lane	0.92		Existing site - release
NLP55 (LP0942)	Land off Elland Road	0.37		Existing site - retain
NLP69 (LP1042)	Clough Mills	0.13		Existing site - retain
NLP78 (LP1082)	Land at Whitwell Green Lane	0.72		Existing site - retain
NLP81 (LP1088)	West Vale Works	0.18		Existing site - release for mixed use
NLP84 (LP1116)	Brighthouse Road	2.57		Existing site - retain
NLP9 (LP0032)	Crosslee PLC	2.97		Allocated site - Safeguard land for long term employment use
NLP76 (LP1077)	Southedge Quarry	12.10	Poor	Allocated site - de-allocate
NLP38 (LP0571)	Site to the rear of 9A, Birds Royd Lane	0.23		Existing site - release
NLP41 (LP0585)	Land west of Anchor Place	0.72		Existing site - retain
NLP79 (LP1086)	Land between Crow Bottom and Calder and Hebble Navigation	0.23		Existing site - retain
NLP86 (LP1121)	Station Road	0.41		Existing site - retain
Total		52.45	27	36.06 ha net after recommendations

*Where net size = 0ha, the plot is fully developed

- 8.46 Only four sites were recommended to be released in East Calderdale. One site, NLP9 (Crosslee PLC), is recommended to be safeguarded for long term employment use (beyond the end-point of the Local Plan) and has thus been discounted from the supply of employment land. This is because development in the Hipperholme area cannot come forward until substantial highway improvements are made to Hipperholme roundabout where the A644 meets the A643. In this regard, the Local Plan Transport Evidence base includes modelling of the impact of potential new housing development in the area on the local highway network and Hipperholme crossroads. *Technical Note 5: Hipperholme Sensitivity Testing* concludes that whilst it is clearly demonstrated that the cross roads junction is at an unacceptable level of congestion, the modelling exercise has not given sufficient evidence to reject the sites considered, given the sustainable location. The provision of a small scale mitigation scheme for the crossroads will be required.
- 8.47 The biggest recommended release comprises NLP76 (Southedge Quarry), an allocated employment site covering 12.1 ha (net). The site suffers from its past use as a quarry which (whilst covered), is apparently in need of further remediation before it could be redeveloped. Council Officers and commercial agents confirmed that it has remained undeveloped because of this, related viability issues, and its unattractiveness to the market. The aforementioned highways issues at the Hipperholme roundabout would also preclude this site from coming forward for the foreseeable future.
- 8.48 One site, NLP36 (Land between Lowfields, Wistons Lane), is constrained by its location within Flood Zone 3 and has been identified by the Council as the site for a new Elland railway station (which is a long sought ambition). As a result the site is recommended to be released from its designation as a Primary Employment Area. West Vale Works (NLP81, West Vale Works) is recommended to be released for mixed use development as the site is in need of refurbishment of a scale unlikely to be viable for employment use in isolation. This site is also adjacent to residential properties and could play a role in revitalising West Vale Town Centre. Site NLP38 (Site to the rear of 9A, Birds Royd Lane), located close to Brighouse Town Centre, faces several constraints to development and has a live planning permission for a food store.
- 8.49 Taking into account these recommendations, the net developable area remaining for employment use would be reduced to 36.06 ha, the majority of which is currently allocated for employment in the UDP.

West Calderdale

- 8.50 The West Calderdale sub-area covers a sizeable portion of the Borough though it has far fewer settlements than the other two sub-areas and is predominantly rural in nature. As a result there are relatively few existing and allocated employment sites in West Calderdale. In total there are 13 sites in the sub-area, accounting for just over 19 ha (gross) or 12% of the Borough's total employment land supply.
- 8.51 In general, there are more poor-quality sites in this sub-area than elsewhere in Calderdale. Nearly two-fifths of existing and allocated sites in West Calderdale were rated as 'poor'. Many sites were rated as 'poor' because of constraints such as flood risk, or because they were more isolated and had relatively modest local labour market catchments. The higher proportion of poor quality sites in West Calderdale partly reflects the wider challenges posed by topography and flood risk in the area; few premises meeting modern standards have been developed in recent years. Only two sites were rated as 'good' in West Calderdale (NLP11, Hope Street Mill and NLP54, Tenterfields Business Park). Whilst these both have development constraints, they are considered to

have good potential because of their proximity to other businesses and centres of commerce.

- 8.52 Despite having a comparatively poorer stock of employment sites, there are still reasonable levels of demand for industrial premises in West Calderdale. The market is driven primarily by local businesses seeking smaller units of up to 1,000 / 2,000 sq ft (93 – 186 sqm). This reflects a trend across much of West Yorkshire where there are typically high levels of demand and a supply shortage of small industrial premises.
- 8.53 There is a particular shortage of sites in Hebden Bridge, and vacancy levels are lower here as a result. The main supply of employment space in Hebden Bridge is site NLP109 (Land off King Street), which is allocated for employment uses to the west of the settlement. However the site faces development constraints as it is within Flood Zone 3. The site also has a history of planning applications for non B-class land uses; most recently for a retail store and five-storey hotel. Whilst this site faces development constraints, it is considered that if it were lost from the portfolio there is a risk that this would result in a more significant long-term shortage of sites for employment use in Hebden Bridge and the surrounding area. It is therefore recommended that the site is retained for employment.
- 8.54 Whilst there is a small supply of employment sites in West Calderdale (many of which do not meet modern business standards), it remains an attractive and popular place for businesses to locate. This is primarily due to the quality of life and the outstanding natural environment. This is particularly attractive to businesses in the creative sector: Hebden Bridge and Todmorden in particular accommodate several innovative workspaces used by local SMEs.
- 8.55 Table 8.4 summarises the assessments of allocated and existing sites in West Calderdale.

Table 8.4 Summary of assessed allocated and existing sites in the West Calderdale sub-area

Site (LP Reference No.)	Address	Size (ha) (net)*	Site Rating (no. sites)	Recommendation
NLP11 (LP0055)	Hope Street Mill	1.10	Good (2)	Existing site - retain
NLP54 (LP0932)	Tenterfields Business Park	1.96		Existing site - retain
NLP1 (LP0002)	Land adjacent Friths Mill, Valley Works	0.55	Average (6)	Allocated site - retain
NLP109 (LP1234)	Land off Kings Street	1.91		Allocated site - retain
NLP118 (LP1502)	Victoria Works	0		Existing site - retain
NLP19 (LP0246)	Alma Mill	0.30		Existing site - release for residential development
NLP3 (LP0011)	Tenterfields, Burnley Road	1.44		Allocated site - retain
NLP43 (LP0649)	Former Adamroyd Mill	0.51		Existing site - release for residential development
NLP102 (LP1224)	Halifax Road	1.29	Poor (5)	Allocated site - retain
NLP103 (LP1225)	Calderside Works off Burnley Road	0.18		Existing site - retain
NLP119 (LP1522)	Land at Calder Brook	0		Existing site - retain
NLP126 (LP0938)	Holme House	0.45		Existing site - release
NLP45 (LP0827)	Former GB Oils Ltd Storage Depot	0		Existing site - retain
Total		9.69	13	8.43 ha net after recommendations

*Where net size = 0ha, the plot is fully developed

- 8.56 In total, three existing sites were recommended to be released from their current designation as Primary Employment Areas. These sites were typically in remote locations and isolated from areas of business or commercial activity. For example, NLP126 (Holme House) is designated as a Primary Employment Area, but the site is set apart from other employment areas, has numerous constraints, and a small site area. Site NLP19 (Alma Mill) is recommended for release as it is located in a peripheral part of the Borough; is set within an established residential area; has accessibility constraints; and extant planning permission for residential development. NLP43 (Former Adamroyd Mill) is recommended to be released for residential development as it is constrained by its sensitive surroundings (predominantly residential) and has extant planning permission for residential development.
- 8.57 Taking into account the recommendations of sites in the West Calderdale sub-area, there would be a revised supply of 8.43 ha of employment land (net).

Conclusions

- 8.58 Of the 70 existing / allocated employment sites assessed in Calderdale, the vast majority comprised industrial premises, though some sites contained good quality office space, such as 126-128 Bradford Road in Brighouse (NLP40).
- 8.59 There are generally strong levels of demand for industrial sites across the Borough, although it is greatest in East Calderdale where there is excellent access to the M62. Whilst there is still demand for employment sites in the west of the Borough this is typically for small industrial premises sought by local SMEs.
- 8.60 There is a shortage of good quality and unconstrained employment sites. Many of the existing and allocated sites are within Flood Zone 3, or need significant investment to be unlocked with suitable access infrastructure. The Clifton Enterprise Zone (NLP108) is a clear example of a good quality site that requires significant investment in access improvements to unlock development.
- 8.61 Of the 54 existing employment sites, nearly half (23) are already fully developed. Of those that aren't fully developed, just over 19 ha of net developable area remains. This is a particular issue in East Calderdale where the existing employment sites have just 7 ha (net) available for development.
- 8.62 Overall there is a lack of quality across many of the existing and allocated sites. Nearly half of all assessed existing and allocated sites were rated as being of 'average' quality (49%), whilst more than a quarter were rated as 'poor' (27%). Only 4% of sites were rated as 'very good' and a fifth were rated as 'good' (20%).
- 8.63 In summary, of the 94.1 ha (net) that currently represents the available land on existing / allocated UDP employment sites in the Borough, it is recommended that around 24.4 ha be de-allocated, reducing the existing portfolio down to 69.7 ha.
- 8.64 In total 12 existing employment sites and one allocated site were recommended to be de-allocated, released from employment use, or safeguarded for long term employment use. These sites cover 30.1 ha (gross) and have approximately 24.4 ha net developable area. These sites are generally of poor quality and have significant constraints to development.
- 8.65 Four of these sites were considered to be more suitable for mixed-use development. These sites may therefore contain a component of B1 employment use amongst other uses such as retail, leisure and residential. NLP15 (Site of Tip, Shroggs Road) was recommended to be de-allocated from its designation as a new employment site in part because it has significant development constraints from its former use as landfill.

Similarly, NLP76 (Southedge Quarry) was recommended to be de-allocated as it has very low market attractiveness due to the remediation necessary to tackle its former use as a quarry which may make it unviable. NLP9 (Crosslee PLC) is recommended to be discounted from the supply of employment land and safeguarded for long term employment use. This is because Highways England recommends that sites in the Hipperholme area be delayed until infrastructure improvements are made at the Hipperholme roundabout between the A644 and A643.

- 8.66 There remains a strategic need to ensure that there is a sufficient supply of good quality sites to the south east of the Borough around Brighouse and Elland. These areas face some of the greatest constraints in that most of the existing industrial estates are fully developed, whilst many sites are vulnerable to flood risk. It was highlighted in consultations with commercial agents and stakeholders that the south east of the Borough has the greatest demand for new industrial sites. There is a strategic need to unlock new sites in this area to ensure that future economic growth is not constrained.

9.0 Demand and Supply Balance

Introduction

- 9.1 This section draws together the forecasts of future employment land against the estimates of land available on Calderdale's existing and allocated employment sites (identified in Section 8.0) to test the extent to which additional employment space is required, in both quantitative and qualitative terms.

Quantitative Balance

- 9.2 Section 7.0 identified a need for between 47 ha and 73 ha of employment space between 2016 and 2032 in Calderdale Borough. This includes a modest safety margin largely to allow for delays in sites coming forward for development, reflecting a wide variation in the level of growth that could be supported by Calderdale's economy over the plan period. The labour supply scenarios, which align with the Borough's housing OAN, sit towards the lower end of this range.

Pipeline Supply

- 9.3 This section compares actual levels of available land with anticipated requirements to understand the extent to which new allocations may be required.
- 9.4 In terms of how the employment land requirements relate to the current employment land portfolio, various factors make any such quantitative analysis an inexact science. On the supply side of the equation the total amount of land available at any given point is time is indeterminate. The exact amount depends upon:
- 1 The size of private reserves (i.e. industrial land held with existing buildings for expansion). These are normally excluded from the analysis as they are not generally available for development.
 - 2 The number of windfall sites arising which are not presently allocated for employment uses, but which may become available for such uses.
 - 3 The number of further sites becoming available through the recycling of land currently in industrial use.
- 9.5 Bearing these points in mind, and as set out in Section 8.0, the detailed site assessments provide a snapshot of the current available employment land across the Borough. This comprises:
- 1 Sites allocated for employment development in the current UDP that remain partially or fully undeveloped (designated new employment sites);
 - 2 Existing employment sites designated as Primary Employment Areas that may have vacant land within their boundaries; and,
 - 3 Other sites with extant planning permission for B-class uses.
- 9.6 The existing committed space available to help meet future needs is estimated to comprise 94.1 ha (net), as set out in Table 9.1.

Table 9.1 Existing supply of employment land within Calderdale

Source	Employment space (ha net)
Allocated new employment sites	74.79
Vacant land within existing employment sites	19.31
Total	94.1

Source: CMBC / Lichfields analysis

- 9.7 As noted in Section 8.0, CMBC requested that Lichfields assess all 70 of these employment sites; 35 of those recommended to be retained have land still available for employment use. Of these, two sites were rated 'very good' and contributed almost 23 ha net developable area (NLP101, Lowfields Lacy Way and NLP108, Land at Wakefield Road/Clifton Common); nine were rated 'good' and contributed 21.2 ha of net developable area. 15 sites were rated 'average' with a net developable area of 21.6 ha. Nine sites were rated as 'poor', with a net developable area of 3.9 ha (5.6% of the total forward supply). Additionally, 12 sites were recommended to be released or de-allocated totalling 24.4 ha (net).
- 9.8 In terms of whether the current employment land portfolio is suitable for CMBC going forward to 2032, reference is made to the Framework which states that:
- "Planning policies should avoid the long-term protection of site allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities" [§22].*
- 9.9 Of the assessed existing and allocated sites, 12 were deemed to be no longer suitable for employment purposes going forward, and one was recommended to be safeguarded for long term employment use but discounted from the current supply of employment space. This judgement is not based solely on the rating given to a particular site but is informed by a rounded consideration of factors set out in the Practice Guidance including:
- 1 The suitability of the site in accordance with the development plan, emerging plan policy and national policy;
 - 2 Market and industry requirements in the FEMA;
 - 3 Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination (as far as is practicable given the limited scope of this ELS and based on the information provided to Lichfields by CMBC);
 - 4 Potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
 - 5 Appropriateness and likely market attractiveness for the type of development proposed;
 - 6 Contribution to regeneration priority areas in Calderdale; and,
 - 7 Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

- 9.10 Notwithstanding the advice contained in the Framework, it is also appropriate to acknowledge that the UK entered a recession in 2008 which lasted for five quarters and resulted in a substantial decline in manufacturing output. Local Authority data on completion figures confirms that the recession subdued the development of employment land within the Borough and this figure has generally remained low ever since. The result of the EU referendum and the inevitable resulting uncertainty also makes forecasting the likely need for employment land in the Borough problematic for the foreseeable future.
- 9.11 Whilst traditional indicators such as unemployment rates suggest that Calderdale has recovered from the recession, and whilst there is strong activity in the industrial property market, there has yet to be a significant upturn in new-build development. Consultation with commercial agents reported that this is partly driven by a shortage of land available for development in the areas of strongest demand, but also viability issues in areas beyond the prime locations in the south east of the Borough.
- 9.12 Consequently it is necessary to adopt a judicious approach when considering sites for de-allocation. Such a process needs to recognise that there will be changes to the market over the plan period and that the attractiveness of some sites may improve or worsen over time.

Allocated Sites

- 9.13 Of the assessed sites, 16 were allocated employment sites in the current UDP. 15 of these sites have land available for development. Site NLP100, in the Armytage Industrial Estate, has been developed as a car park for the adjacent business. Two sites, NLP15 (Site of Tip, Shroggs Road) and NLP76 (Southedge Quarry), which together account for 18 ha (net) are recommended to be de-allocated. This is because the sites have remained undeveloped since being allocated in 2006, and commercial agents reported market interest is low due to remediation requirements. NLP9 (Crosslee PLC) was recommended to be safeguarded for long term employment use, and discounted from the current supply of employment land. This is because substantial infrastructure capacity improvements are needed to make development in the Hipperholme area acceptable to the Highways authority.
- 9.14 The remaining 13 allocated sites recommended to be retained have a total of 53.7 ha net developable area, though more than 20 ha of this relates to one site, the Clifton Enterprise Zone (NLP108).

Existing Sites

- 9.15 Of the 54 existing employment sites designated within Primary Employment Areas, 31 have some amount of undeveloped or under-utilised land. The 54 existing employment sites cover 58 ha (gross) or 19.3 ha (net). There are however nine existing employment sites that may be better suited to alternative uses or mixed use development with a component of employment use. These sites cover 3.38 ha (net) and are recommended to be released:
- 1 **NLP126 Holme House, 0.53 ha gross (0.45 ha net)** – release from employment use. The site is separate from the adjacent businesses and has numerous constraints to the small site area. In addition to the weak market attractiveness of this area, the site is considered unlikely to come forward for employment use.
 - 2 **NLP131 Former Mayfield Garage, 0.87 ha gross (0.22 ha net)** – release for mixed use development. The site is in a predominantly residential area and is being

used informally as a traveller site. The site is of poor quality and in need of refurbishment. Mixed use development with a component of B1 employment space is considered to be more appropriate given the adjacent sensitive uses.

- 3 **NLP19 Alma Mill, 0.33 ha gross (0.3 ha net)** – release for residential development. The site is in a peripheral part of the Borough, is set amongst a quiet residential area, has accessibility constraints, and has extant planning permission for residential development.
- 4 **NLP26 Land Off Gas Works Road, 0.64 ha gross (0.6 ha net)** – release for mixed use development. The site is adjacent to residential properties, but is constrained by the on-site gas works and Flood Zone 3. The site is also inaccessible for HGVs, and most B-class employment use would be inappropriate in this location. Developing alternative uses that are resilient to flood risk may be more appropriate.
- 5 **NLP27 Land Off Warley Road, 0.26 ha gross (0 ha net)** – release for mixed use development. The site has high vacancy levels and is in an area of poor market demand; the nearby units are also fully or partly vacant. Additionally the site is within a predominantly residential area and development of most B-class uses is likely to be inappropriate.
- 6 **NLP36 Land between Lowfields, 1.02 ha gross (0.92 ha net)** – release. The site is constrained by its location within Flood Zone 3 and has been identified as the site for Elland railway station. As a result the site is recommended to be released from its designation as a Primary Employment Area.
- 7 **NLP38 Site to the rear of 9a, Birds Royd Lane, 0.25 ha gross (0.23 ha net)** – release. The site faces several constraints to development and has an extant planning permission for a food store.
- 8 **NLP43 Former Adamroyd Mill, 0.57 ha gross (0.51 ha net)** – release for residential development. The site is constrained by its proximity to residential properties and has extant planning permission for residential use covering the entire site.
- 9 **NLP81 West Vale Works, 0.8 ha gross (0.18 ha net)** – release for mixed use development. The site is in need of refurbishment of a scale unlikely to be viable for sole employment use, whilst part of the site is within Flood Zone 3. This site is also adjacent to residential properties and could play a role in revitalising West Vale Town Centre.

Allocated and Existing Site Supply

- 9.16 The site assessments conclude that 154 ha (gross) or 94 ha (net) is available in allocated and existing employment sites. Due to the nature of some sites and Lichfields' recommendations above, this may be as employment development, or for alternative uses which may include employment as part of a wider mixed use scheme. It is recommended that the release and de-allocation of the poorer-performing sites would reduce the overall supply of employment land to 69.7 ha (net) across 58 sites.
- 9.17 Where it has been suggested that parts of sites are retained in employment use or are allocated for alternative uses, details are included with the site assessment pro-formas (Appendix 5).
- 9.18 It should also be noted that the site assessments have not been informed by detailed site investigation work or site ownership information. In addition, viability analysis has not been undertaken. Consultations with commercial agents did however highlight specific

types of sites (such as mill buildings) and poorer performing areas where viability is known to be an issue.

- 9.19 A broad comparison of estimated demand for B-class space against the identified supply is presented in Table 9.2. This indicates that the potential balance of B-Class land under the preferred scenarios would vary from a surplus of 22.67 ha at the lower end, to a deficit of 3.33 ha at the upper end of the range.

Table 9.2 Demand and supply of B-class employment space in Calderdale to 2032

	Demand and supply balance (ha)
Requirement for B-class employment space	47 to 73
Adjusted existing supply of B-class employment space (net)	69.67
	+22.67 to -3.33
Additional existing sites recommended for mixed use development which may provide some B1 class employment space (net)*	0.98

Source: CMBC / Lichfields analysis

* It is not possible at this stage to quantify the amount of B1 class employment development which would come forward as part of a mixed-use scheme. Therefore this has not been factored in to the demand and supply balance calculation.

- 9.20 In summary, the identified supply within Calderdale Borough is sufficient to meet the lower end of the quantitative need for employment space but not the upper end of the range (based on long term past take up trends).
- 9.21 This demand and supply analysis assumes that the undeveloped employment allocations come forward in their entirety for employment development over the plan period. Any significant deviation from this broad assumption would have an impact upon the overall balance, for example by tightening the existing surplus of employment space or resulting in an increase in the shortfall under some of the more optimistic scenarios.
- 9.22 In purely quantitative terms therefore, this suggests that the identified pipeline supply as it currently stands, may not provide sufficient employment land to meet Calderdale's economic development needs to 2032.

Qualitative Factors

- 9.23 Even where no quantitative shortfall of employment space is identified, in some circumstances additional land may be needed for qualitative reasons, in order to:
- 1 Improve the choice of provision for occupiers;
 - 2 Meet gaps in the supply of particular types of premises;
 - 3 Improve or modernise the quality of current provision and so help attract more occupiers; and/or
 - 4 Provide a better spatial distribution of employment sites to meet the needs of different settlements. This is particularly pertinent given the imbalance across Halifax, East Calderdale and West Calderdale.
- 9.24 The site assessments and consultations with commercial agents and local businesses highlighted several important factors concerning the quality of the current employment land supply in Calderdale.
- 9.25 Many businesses in the Borough do not have enough space in their current premises. Nearly two fifths of business respondents reported that they did not have enough space (39%), whilst in comparison only 11% reported they had under-utilised space. Additionally, nearly half of business respondents reported that they expect to expand the

amount of space they need over the next 5 to 10 years. This supports research from the Federation for Small Businesses which indicates that 52% of their members in West Yorkshire have aspirations to grow their business. One of the main obstacles to businesses expanding in Calderdale was reported to be a lack of suitable premises.

- 9.26 Consultations with commercial agents support these concerns. Agents stressed that there is a shortage in the supply of sites where demand is greatest in the south east of the Borough, in Brighouse and Elland. Agents also commented that the shortage of sites in East Calderdale was resulting in unfulfilled enquiries. This was considered to be a key risk that could result in losing local businesses as well as potential inward investment.
- 9.27 Additionally, agents reported that the quality of existing premises often does not meet modern business standards. Agents highlighted cases of poorer quality business parks where vacancy levels were significantly higher than the Borough average, despite there being high levels of demand across Calderdale. Nearly all secondary premises are in need of some form of refurbishment when they become available. Whilst this is still viable and incentivised for landowners and developers, it highlights that much of the existing premises do not meet modern needs.
- 9.28 Qualitative needs are considered for each broad property type below.

Industrial

- 9.29 The industrial market has high levels of demand across the Borough, though in general there are stronger levels of demand in East Calderdale. Small premises up to 2,000 sq ft are in particular demand from SMEs, though the quality of this market segment is often poor. Many businesses are located in converted mill buildings which rarely meet modern business standards.
- 9.30 There is a particular need for industrial premises of up to 10,000 sq ft, especially in East Calderdale, though there is a shortage of such premises. Commercial agents and stakeholders reported a strategic need to provide larger industrial premises to retain the Borough's larger businesses and to attract new companies. Such premises need to be provided in East Calderdale where proximity to the M62 generates the highest demand. This is strategically important to help Calderdale's economy grow in the long term.
- 9.31 Agents highlighted that businesses looking for industrial premises have an increasing need for modern and new-build premises. This is because much of the current stock constrains their business activities, expansion or potential growth. For example, much of the existing stock in East Calderdale dates to the 1950s and 1960s, and many of these premises do not have high bay eaves. This means that for businesses where storage is important they are prevented from utilising modern racking systems.

Office

- 9.32 Agents considered there to be an oversupply of office accommodation and lower demand compared to industrial premises. However, much of the office stock is of poor quality (excluding Dean Clough and Lloyds' premises) being refurbished Victorian buildings in town centre locations.
- 9.33 There is very little purpose-built office accommodation in the Borough. This is primarily because the office market is weak across West Yorkshire with the exception of Leeds. In the short term, Dean Clough is anticipated to be sufficient to meet nearly all requirements for larger office space needs. This is because the site leads local quality standards, having been converted to a very high standard. However, in the medium to long term there will be a need for new office accommodation in the Borough as the facility fills out. This

should be focused towards town centre locations where possible in accordance with the sequential approach. Agents reported that unless demand is generated by specific businesses, new build office space should provide flexible space that can be adjusted to meet the needs of SMEs.

Potential Employment Sites

- 9.34 Whilst there is a quantitative surplus of employment land (under most of the scenarios), the qualitative analysis highlights that there is a need to identify new employment land allocations in Calderdale. Ensuring an adequate choice of types of sites is vital if the needs of different employment sectors are to be met.
- 9.35 As requested by CMBC, Lichfields also assessed potential sites which are not currently allocated, do not benefit from extant planning permission for B-Class employment development, and are not part of a committed employment site. This analysis of additional potential employment sites was based on the call for sites process, recommendations by CMBC Officers, and other sites identified by Lichfields. In total 63 such sites have been identified and assessed. These potential sites include areas currently in non-employment use (such as retail or leisure use) and undeveloped land.
- 9.36 CMBC may choose to allocate a quantity of employment land over and above the identified OAN target, not least to provide for flexibility and churn in the market especially bearing in mind the quantum of poorer premises and the need for refurbishment / redevelopment of these sites. Other issues could include uneven distribution, or that it was felt that the modest supply of sites in recent years, and therefore employment developments coming forward, had resulted in unmet, or spatially imbalanced, demand across the Borough.
- 9.37 Some of the potential sites (including sites recommended for allocation) would require release from the Green Belt. Such cases should be reviewed by CMBC and weigh the specific case for each site against the merits of retaining the existing Green Belt boundaries to test whether exceptional circumstances can be demonstrated through the emerging Local Plan Part 2 process. Lichfields has not undertaken a Green Belt Review and has assessed the merits of individual sites solely for the purpose of identifying potential employment sites. Therefore no considerations have been made to whether exceptional circumstances exist for the release of individual Green Belt sites in the Borough.
- 9.38 These sources of sites amount to an estimated potential net developable area of **215.2 ha**. This is in addition to the identified supply of 69.67 ha net existing and allocated employment space taking into account the recommendations for de-allocations and release to other uses. This is summarised in Table 9.3. These sites have been assessed in the same way as the supply of committed employment sites and against the same criteria.

Table 9.3 Potential employment space (net) in Calderdale

Source	Potential new employment space (ha net)
Recommended Supply of Employment Land	
Local Plan Allocations	53.75
Non-Allocated Existing Employment Sites	15.92
Sub-Total	69.7
Potential Future Supply of Employment Land	
Potential future employment sites	215.22
Sub-Total	215.2
Total	284.9

Source: CMBC / Lichfields analysis

- 9.39 For more than three fifths (62%) of the sites the findings point to the fact that they do not have potential for employment use over the study period. These potential sites cover in the region of 171.36 ha (net). The reasons for these recommendations are based on criteria using the same approach taken in the assessment of other sites. Many of the sites were discounted due to topographical or flood risk issues, or because they are located in peripheral or unsustainable locations. Recommendations are summarised in the relevant pro-formas for each site, enclosed at Appendix 5. Potential sites that are recommended to have potential for employment uses are summarised below.
- 9.40 Five sites are identified as being potential allocations for a mix of uses including employment (0.5 ha net), and a further eight sites were recommended to retain their mixed use designation (7.6 ha net). These sites are predominantly located in town centre locations, and many are fully developed but have the potential for conversion and/or intensification.
- 9.41 These mixed use sites may contribute towards the supply of B1 employment space, though it is not possible at this stage to estimate the precise quantum of supply.
- 9.42 A total of nine sites are identified as having potential to be allocated for employment. These sites cover in the region of **26.1 ha (net)**, though five of the sites are small allocations of less than 2 ha (net). Two of sites were rated as 'very good', and four were rated as 'good'; the remaining three were rated as 'average'. Each site is summarised below:
- 1 NLP133 Junction 24a Extension 1, 6.17 ha gross (5.24 ha net) – 'very good'.** This site is located to the north east of the proposed M62 junction 24a. The site is predominantly level greenfield land that has a natural buffer to residential properties to the north. The site is in an attractive location for the market that would be significantly improved further if the proposed junction 24a were to be developed on the M62. The site would need to be released from the Green Belt and therefore an exceptional circumstances case would need to be made.
 - 2 NLP134 Junction 24a Extension 2, 5.27 ha gross (4.48 ha net) – 'very good'.** This site is located to the north west of the proposed M62 junction 24a. Similarly to site NLP133 the site is predominantly level greenfield land that is readily developable. The site is in an attractive location that would be significantly improved further if the proposed junction 24a of the M62 were to be developed. The site would need to be released from the Green Belt.
 - 3 NLP4 Land at Ainley Top, 6.98 ha gross (4.58 ha net) – 'good'.** The site is located between the M62 and the A643. The site is in an attractive location that is readily accessible to the motorway network. It is accessible to labour markets in

Brighouse, Elland and also Huddersfield in the adjacent Kirklees local authority area. The site requires release from the Green Belt and is proposed to accommodate an employment allocation in the northern portion of the site closest to the M62. The remainder of the site is recommended to be allocated for residential development.

- 4 **NLP77 Land between Dewsbury Road and New Hey Road, 27.52 ha gross (7.85 ha net)** – ‘good’. This large site to the south west of Brighouse offers the potential to allocate a significant amount of employment land and residential development separated by a generous buffer area. The area indicated to be allocated for employment use is adjacent to a small existing employment site. Being predominantly level the site has few development constraints, though due to its size if allocated it is likely to be delivered towards the end of the plan period. The attractiveness of the site would be strengthened by the construction of the proposed M62 junction 24a.
- 5 **NLP6 Land at Dewsbury Road, 1.66 ha gross (0.92 ha net)** – ‘good’. The site is adjacent to the A629 and is a part greenfield, part brownfield site. The site is constrained by its topography though with platforming could accommodate several smaller units. The site is in close proximity to Elland Town Centre.
- 6 **NLP25 Ainleys Industrial Estate, 0.38 ha gross (0.34 ha net)** – ‘good’. The site would offer a small but logical extension to the Ainleys Industrial Estate and is adjacent to the recommended allocation NLP113, which is adjacent to a designated new employment site (NLP58).
- 7 **NLP113 Land at Ainleys Industrial Estate, 1.6 ha gross (1.45 ha net)** – ‘average’. The site is an obvious extension to the Ainleys Industrial Estate and is adjacent to the designated new employment site NLP58. The site would require levelling or platforming, though this is not considered to be a barrier to development. An access road could be provided through the adjacent new employment site as a continuation of Ainley Bottom Road.
- 8 **NLP65 Land off Stainland Road and Burrwood Way, 2.04 ha gross (0.96 ha net)** – ‘average’. The site would offer an expansion to the Burrwood Way Industrial Estate which is fully developed. This part of the Borough tends to attract more indigenous businesses rather than inward investment. The site has a buffer to the nearby residential properties though this would need to be improved if the site were developed.
- 9 **NLP13 Land at Listers Road, 0.3 ha gross (0.27 ha net)** – ‘average’. This small site is adjacent to existing employment uses and on the outskirts of Halifax. The site could accommodate a development of small units for B1c or B2 workshop space. The site has historic planning applications for expansion from the adjacent occupier.

9.43

In addition to these sites, four sites were identified as having potential to be wholly or partially safeguarded for long term employment use (NLP64, NLP71, NLP72 and NLP116). These sites have been identified to have potential future employment use, but are not considered to be deliverable in the plan period based on current constraints:

- 1 **NLP71, Squire Hill Quarry**, is a former quarry on the outskirts of Brighouse and adjacent to a predominantly industrial area with little remaining developable land. The site requires levelling and possible remediation works, and the feasibility of improving the access road needs to be investigated. Due to its proximity to existing industrial uses the viability of delivering the site is expected to improve in the long term as the supply of land in Brighouse decreases.

- 2 **NLP72 is located to the east of Calder industrial Estate**, and is adjacent to the proposed Brighouse Bypass. The Green Belt site is currently only accessible through the residential area to the north which is deemed unacceptable. However, if the proposed Bypass is implemented it would unlock the site and make it a highly attractive location for businesses, due to its relative proximity to the M62.
- 3 **NLP116, the quarry at the former Hanson Brickworks**, is not recommended to be allocated because it is considered unattractive in the short term due to access constraints and a likely requirement for remediation. The site is however large and predominantly level, and located to the south east of the popular Lowfields Industrial Estate. It therefore may be able to play a role in the long term supply of employment land. To unlock the site it would need new access infrastructure connecting to Lowfields Industrial Estate; most likely through NLP64. This would be costly and require public sector funding. Without connectivity to Lowfields Industrial Estate the site would likely remain unattractive to the market. Adjacent sites, NLP64 and the Hanson Brickworks site to the north, have proposals for residential development. If these sites are developed for residential use then it would make NLP116 more challenging to deliver for employment use.
- 4 **NLP64, Land off Lower Edge Road**, is to the west of NLP116. The site is adjacent to sensitive uses such as the Old Earth School and residential properties. If NLP116 is to have any prospect of being developed for employment use in the long term, a portion of NLP64 would need to be safeguarded to accommodate potential access infrastructure connecting to Lowfields Industrial Estate. This safeguarded land would need to be in the northern portion of the site. Similar to NLP116, the site is considered unattractive for employment use in the short term, and is likely to receive more interest in residential development.

Conclusions

- 9.44 Based on an identified need of between **52 ha to 78 ha** of B-Class employment land, the quantitative assessment of demand and supply balance identified a potential surplus of c.18 ha or a deficit of c.8.5 ha. At the upper end therefore, the current supply may be insufficient to meet the forecast future economic needs of the Borough.
- 9.45 This was determined by assessing 70 existing and allocated employment sites across the Borough. Whilst the majority of these sites were recommended to be retained there were 12 sites recommended to be released, de-allocated, or safeguarded for long term employment use. These recommendations reduced the current supply from 94 ha (net) to **69.7 ha (net)**.
- 9.46 As well as considering the quantitative balance of supply and demand, the assessment considered qualitative factors that should be taken into account when determining the appropriate sites portfolio. This highlighted that a number of existing sites and allocations in the UDP are of poor quality and do not meet the needs of modern businesses. With most demand being for industrial uses, businesses increasingly need modern and new build premises that enable them to compete effectively. Many of the surveyed businesses reported that they intend to expand in future years, but are unable to do so at their current premises and are struggling to find suitable premises in Calderdale.
- 9.47 The qualitative review also highlighted that the spatial distribution of supply and demand is out of sync. There is strongest demand for sites in East Calderdale; Brighouse and Elland, though the current supply is insufficient to meet demand. Commercial agents reported that there are many unfulfilled enquiries for industrial premises in the south east of the Borough. With a shortage of suitable sites where there is greatest demand,

Calderdale is at risk of losing businesses to other areas, as well as risking potential inward investment from businesses looking to move into the Borough.

- 9.48 After taking into account the quantitative and qualitative factors influencing the balance of supply and demand in Calderdale, potential new employment sites were assessed. This involved 63 sites covering 215 ha of net developable area. Many of these sites were discounted however due to factors such as unacceptable flood risk or development constraints.
- 9.49 In total nine sites were identified with potential to be allocated for employment use, covering **26.1 ha (net)**. An additional 11 sites were identified with potential for mixed use development (just over 8 ha (net)), which may provide some B1 class employment space. Additional land was identified that could be safeguarded to meet future employment needs beyond the current plan period.

10.0 **Conclusions and Policy Recommendations**

- 10.1 This section draws together overall conclusions and considers potential policy approaches in relation to employment space for the emerging Calderdale Local Plan as well as other measures which may be required to support CMBC's economic growth objectives.

Context

- 10.2 The future growth scenarios considered in this study indicate the broad scale and type of growth associated with different approaches to modelling employment space requirements for Calderdale over the period 2016 to 2032. To varying degrees, these scenarios reflect both the indigenous growth needs in Calderdale as well as a degree of footloose demand that operates within a wider West Yorkshire sub-regional market that overlaps with Kirklees and Bradford in particular. In the context of the Framework and the Practice Guidance, the policy approach adopted by CMBC should aim to positively plan to support the employment needs of Calderdale so that the local economy is not unduly constrained over the plan period. This should also recognise issues around land supply and competing pressures on available development sites.
- 10.3 In order to ensure a flexible and responsive policy framework for the Borough, it will be necessary not just to concentrate on meeting the forecast quantitative requirements for office and industrial space in Calderdale (which will fluctuate over time) but to reflect the opportunities and risks that flow from particular policy approaches. This could include how the delivery of B-class employment land can be prioritised in particular areas and for particular uses, or how inward investment opportunities can be delivered. This could particularly draw and capitalise upon the growth opportunities provided by the Borough's position within the M62 Corridor and the associated Enterprise Zone.
- 10.4 In this context, it is important that planning for B-class employment growth in the Borough is balanced against pressures from other land uses. B-class employment space also competes with a wide range of other non B-class uses (which fall outside of the remit of this study), many of which would also generate benefits to the Calderdale economy or have identified needs that the Framework indicates should be duly supported.
- 10.5 To meet the future requirements for office and industrial space in Calderdale over the period to 2032, it will be necessary for the Council to make difficult choices in the emerging Local Plan concerning which employment sites to protect or allocate for B-class use, and which to bring forward as mixed-use schemes either in part or whole.
- 10.6 These judgements must ultimately take account of the following:
- 1 The local benefits of B-class employment sectors and the need to sustain a diversified and resilient economy that is able to capitalise on economic growth opportunities as they arise.
 - 2 The economic and market outcomes that would arise if particular sectors become displaced from the economy, or are otherwise constrained from expanding in the Borough. This is a particular issue for Calderdale as revealed in the Business Survey, which suggested that 26% of all respondents had insufficient space to meet their expansion requirements and could relocate from this part of West Yorkshire as a consequence.

- 3 The need to promote growth in high value employment roles in Calderdale that meet the aspirations of resident workers and support the relatively productive nature of the economy (which continues to sustain the high value financial services sector for which Halifax in particular is renowned).
- 4 The trade-off between seeking more intensive use of the current supply of sites and thereby yielding higher net job creation over time, and identified business needs (as specified in the Framework) which may for some activities or sectors imply a less efficient use of land in order to function effectively.
- 5 The requirement to set targets for delivery of new B-class employment space particularly on strategic sites in the M62 Corridor (such as the Clifton EZ site) to provide clarity and certainty for developers, which will require a practical assessment of what the market can deliver at any point in time.
- 6 Maintaining a delivery trajectory for employment space with short, medium and longer-term opportunities over the life of the Plan.

10.7 The policy choices ultimately adopted by the Council should, as far as possible, seek to plan for a choice of employment sites and locations to support the needs of particular businesses and sectors. In this context, some further commentary around the potential options for accommodating the needs of the office and industrial market in Calderdale over the period to 2032 is set out below.

Functional Economic Market Area

- 10.8 From a Functional Economic Market Area [FEMA] perspective, Calderdale Borough is considered to have relatively high levels of self-containment. A study undertaken in 2015 by ONS⁵³ concluded that on the basis of commuting patterns emerging from the 2011 Census, Calderdale Borough was one of the very few districts that had a TTWA (referred to as the 'Halifax TTWA') identical to its own administrative boundaries. This reflects the relatively high level of internal commuting patterns within the Borough.
- 10.9 Lichfields' own analysis of the 2011 Census data found that 70.4% of people working in the Borough also live there, which is below the 75% level considered to be a self-contained FEMA as defined by CLG guidance. Out of the 96,952 residents in employment who live in Calderdale, 68,239 both live and work there. At 71.6% this is again low to classify Calderdale as a self-contained FEMA based on this criterion alone. The figures increased to 93.8% and 80.8% respectively if Calderdale was joined by Bradford and Kirklees Boroughs in the analysis. The 2015 SHMA also considers that the Borough comprises a self-contained Housing Market Area.
- 10.10 In light of the inevitably nebulous nature of functional economic markets, it is helpful for LPAs to identify a pragmatic and logical 'best fit' with these various areas within the context of establishing Local Plan evidence and for the purposes of developing policy. On the basis of this collective evidence, it is Lichfields' view that the administrative boundaries of Calderdale Borough comprise a FEMA.
- 10.11 However this is not to say that Calderdale does not share strong economic linkages with surrounding areas and centres, most notably with nearby Kirklees, Bradford and to a lesser extent Leeds, (particularly in housing market terms). Economic development needs have been assessed within this ELS for the local authority area of Calderdale in order to inform the Local Plan and site allocation policies although in reality the flows of

⁵³ ONS (2016) Census 2011 Travel To Work Areas

labour, residents and businesses operate across administrative boundaries and it is important to recognise these flows and economic relationships in Duty to Co-operate terms.

- 10.12 Clearly it is part of the much wider Leeds City Region LEP and contains an Enterprise Zone [EZ] site at Clifton which is part of a much wider M62 Corridor EZ in adjoining districts. Other potential new employment sites have been identified by Lichfields in the vicinity of the M62 to the south of Calderdale, which will inevitably compete for occupiers with sites in adjoining districts. This may enable Calderdale to operate and compete within a larger property market area/corridor.

Future Growth Scenarios

- 10.13 In line with the Practice Guidance recommendations on undertaking economic development needs assessments, a range of scenarios analysing future economic growth prospects for Calderdale Borough have been developed as part of this study.
- 10.14 The demand forecasting analysis found that across 8 scenarios, there was a need for between 47 ha and 78 ha over the 16-year plan period to 2032. As noted in Section 7.0, there are limitations associated with some of the projections, notably the 872 dpa labour supply scenario 4, which generated the bottom end of the aforementioned range and is below the Council's own preferred housing OAN. By excluding the 47 ha 872 dpa labour supply scenario, the range would be in the order of 52 ha – 78 ha, with the labour supply scenarios remaining towards the bottom end of the range and the past take up being at the upper end. As the 72 ha associated with the 1,169 dpa labour supply target is based on job projections that are out of date, this scenario could be excluded, although this would not affect the range.
- 10.15 It is recommended that the Council considers planning to accommodate at least the 946 dpa labour supply based requirement (Scenario 5, equal to 52 ha of gross B1/B2/B8 land) to ensure that the Borough's indigenous growth potential (i.e. arising from its resident workforce) is not constrained by lack of spatial capacity in future. The labour supply based approach generates the lowest overall level of employment growth over the period to 2032. However, the 'policy off' Experian Baseline scenario (Scenario 1) suggests that a higher level of growth could be sustained, at 65 ha, with the two 'policy on' econometric projections (Scenarios 2 and 3) increasing this level to between 68 ha and 73 ha. The extent to which CMBC wishes to pursue this level of growth would be a policy choice for them to justify. An even higher level of growth, of up to 78 ha, could be justified on the basis of past performance (based on long term trends).
- 10.16 It should be noted that the relative balance between future office and industrial employment growth (and associated floorspace requirements) is driven to a large extent by macro-economic trends, drivers and forecasts which are predicated on a structural shift away from industrial sectors of the economy towards more services and consumption related activity which tend to be more significant users of office space.
- 10.17 Even so, industrial sectors still have an important role to play in supporting Calderdale's economy and this is expected to continue in future. It is therefore important that quantitative growth forecasts implied by the scenarios presented within this study (which imply a decline in industrial jobs going forward) are considered alongside the more qualitative feedback and local market signals on business needs. This has been identified through consultation with key property market agents active across the Borough and wider sub-region and the evidence from past take up rates. This suggests that 38% of past take up of B-Class employment land has been for B1c/B2 land uses, compared to 23%

relating to B1a/b office floorspace. Furthermore, feedback suggests that the supply of industrial premises in the Borough is in relatively short supply.

- 10.18 The conclusions of this study are that there will still be demand from occupiers for industrial space in Calderdale over the plan period although this is likely to reflect a macro-economic shift in demand away from manufacturing and heavy industrial uses to distribution, logistics and storage. Clearly Calderdale is very well placed to capitalise on these opportunities due to its proximity to key strategic transport corridors and routes. A key planning issue going forward will also involve how best to recycle and make better use of existing industrial sites to ensure they remain attractive to, and viable for, local industrial occupiers.
- 10.19 This study has concluded that the employment land OAN for Calderdale is between 52 ha and 78 ha by 2032. This is equivalent to 16 ha to 24 ha every five years. Of this range, it is suggested that around 40% should be identified for B1c and B2 manufacturing land; 40% for B8 warehousing, and the remaining 20% for new B1a/b office space.
- 10.20 This indicative split is designed to respond to a shortfall in supply of industrial space in recent years whilst accommodating the current strong appetite for industrial and warehousing stock going forward. The balance also reflects the short term over-supply of office accommodation whilst recognising that there will be a greater long-term need.

Accommodating Growth

- 10.21 The forecast requirements are set against an overall adjusted current supply of 69.7 ha (net) as set out in Section 9.0. In overall quantitative terms therefore, analysis undertaken as part of this study indicates that in the lower end scenarios of forecast demand there is a surplus supply of around 18 ha in the pipeline to accommodate B-class floorspace and land requirements. However, with the upper end scenario there is a quantitative shortfall in the supply of B-class floorspace of around 8.5 ha.
- 10.22 Some of the committed pipeline supply sites are of a relatively poor quality and do not meet the needs of modern businesses. Additionally, much of the committed pipeline supply of sites is located where market demand is weak. There is a clear need for new sites in the south of the Borough where there is excellent access to the M62. This has been raised by commercial agents who have operated in the area for decades, key stakeholders, and by local businesses that have been consulted to understand their needs.
- 10.23 These proposed allocations have been assessed as part of this ELS in terms of suitability to meet future needs. Whilst the majority score relatively well against these factors, their market attractiveness, likely timescales for delivery, and scope to meet future needs over the plan period varies considerably.
- 10.24 Calderdale has a potential employment land portfolio of 67 sites amounting to 95.8 ha (net). This takes into account the recommendations for which allocated and existing sites should be retained, and the sites which are identified as having potential to be allocated for employment use.
- 10.25 Note that this portfolio does not account for an additional 13 sites which are identified as having potential to be either allocated for mixed use development or to retain their current mixed use designation. These sites have a total net developable area of just over 8 ha, some of which may be developed for B1 employment use. These mixed-use sites have not been considered as part of the sites portfolio as it is uncertain what quantum of B1 employment land they may deliver over the plan period. Additionally, five of them are currently fully developed.

Table 10.1 Resultant portfolio of employment land in Calderdale to 2032

Recommendation	Number of Sites	Gross Site Area (ha)	Net Developable Area (ha)
Current Employment Land Portfolio			
Recommended retained current employment allocations and existing employment sites	58	124.1	69.7
Recommend for de-allocation / alternative uses	12	30.1	24.4
Adjusted Employment Land Portfolio	58	124.1	69.7
Potential new sites recommend for allocation for B-Class employment purposes	9	51.9	26.1
Potential sites not recommended to be taken forward	54	270.1	189.1
FINAL POTENTIAL EMPLOYMENT LAND PORTFOLIO	67	176.0	95.8

Source: Lichfields analysis

10.26 In this context, a number of options emerge:

1. Allocate new industrial sites

- 10.27 The option of allocating additional sites for industrial development would increase the current choice of sites and provide the Borough with new development opportunities of the size and scale necessary to allow local businesses to expand. This is particularly important as a significant amount of demand for premises and development in the Borough is driven by local businesses. Agents reported that there were also many cases of businesses looking to move to Calderdale because of its proximity to the motorway network. This option should be set out in more detail in a new Policy of the emerging Local Plan, setting out precise locations and sites to allocate.
- 10.28 Within the current economic climate, focus should be placed upon sites in areas of strongest market demand. Whilst there are robust levels of demand for industrial premises across the Borough, Brighouse and Elland receive the greatest level of interest. Agents reported that in West Calderdale and much of Halifax, demand is driven primarily by local indigenous businesses. The demand for industrial premises is primarily from manufacturing and light engineering businesses; distribution businesses tend to locate in East Calderdale where there is good access to the M62. There is a particular supply shortage of larger industrial/distribution sites above 10,000 sq ft (929 sqm), and demand for them is concentrated in Brighouse and Elland. Agents reported a strategic need to offer larger new build units up to 60,000 sq ft (5,574 sqm), though they recognised that finding sites that are level and without a risk of flooding was a challenge. The most popular industrial estates, Ainleys, Armytage and Lowfields are nearly fully developed which exacerbates the issue.
- 10.29 Lichfields therefore considers that the focus should be on providing further industrial and warehousing allocations despite the relatively weak levels of job growth forecast in the B1c and B2 sectors.
- 10.30 In contrast, although the econometric projections suggest a potential growth in office jobs over the plan period in the Borough, there are concerns regarding the amount of office space that is required. The office market in Calderdale is predominantly focused on Halifax, as well as town centre locations in the larger settlements. Demand is predominantly from local SMEs looking for small office spaces, with Dean Clough in Halifax drawing in nearly all enquiries for larger amounts of office space. This is likely to continue for the short term at least.

- 10.31 This is partly because the office market remains relatively weak due to the proximity of the Borough to far more established office centres such as Leeds and Bradford. Further substantial office allocations could serve to further weaken the attractiveness of secondary office space in Calderdale. Furthermore, the current stock of office space in the Borough is biased towards refurbished Victorian buildings rather than purpose-built accommodation. Nearly all office enquiries are from local businesses and there is considered to be insufficient demand for significant new build premises in the short term.
- 10.32 In the light of this market intelligence, the best performing potential new allocations are set out in Section 9.0. Of the 63 potential new sites that were appraised, nine sites, totalling 26.1 ha (net), could be considered for allocation for B-class uses in the emerging Local Plan. A further five potential mixed use allocations could provide 0.5 ha (net). There are also eight sites recommended to retain their mixed use designation which total 7.58 ha (net). Only a portion of these sites would be developed for B1 employment use.
- 10.33 When added to the 69.7 ha (net) of recommended retained allocations, existing sites and extant permissions, the nine potential new employment sites could deliver a significant boost to the Borough's employment land portfolio. If all of them were to come forward for B-class use, the supply would exceed the upper end of the identified quantitative need. Therefore this analysis is intended to act as a starting point that will provide CMBC with the flexibility to allocate those sites that most closely fit with their wider policy aspirations.

2. Intensification of existing sites

- 10.34 The upgrading and refurbishment of existing industrial areas (and where possible, redevelopment so that they can be used more efficiently) provides a further option for accommodating future requirements. Better utilisation of the existing industrial stock could be achieved through gradual redevelopment of individual plots, for example replacing a large older unit with a development of modern smaller units for which there is stronger demand.
- 10.35 There may be limited scope to upgrade and renew some of the poorer performing sites, to ensure that this space remains attractive and viable to the market. In the first instance this approach could focus on older employment sites that do not currently reflect modern working layouts, densities, technology and premises and perform relatively poorly based on recent site assessments. In particular, older mill buildings should be targeted as these form many of the poorer-rated sites. This may comprise redevelopment, although qualitative improvements can also be delivered through refurbishment of existing buildings (to an extent).

3. Policy Delivery Mechanisms

- 10.36 Alongside provision of new supply as noted above, upgrading and renewal of the Borough's existing stock of office accommodation will also be important. It will not only ensure that this space remains attractive to the market, but may also provide the opportunity to create some additional supply. This may comprise redevelopment, but qualitative improvements can also be delivered through refurbishment of existing Victorian buildings (to an extent).
- 10.37 Barriers to the redevelopment of industrial premises in the Borough include marginal viability on sites that are not located in prime locations near to the wider Motorway network. A greater proportion of lower quality premises in the north and west of the Borough means that standards provided by landlords are often lower than is achieved further south in Elland and Brighouse. Better utilisation of the stock on such sites could

be achieved either through gradual redevelopment of individual plots (e.g. replacing a large older unit with development of modern small units, particularly move on workspace for which there is good demand), or the sub-division of larger units.

- 10.38 Based on experience elsewhere, qualitative improvements on the larger estates could also include the stripping and repainting of older industrial units, and making environmental, security and traffic management improvements through a Business Improvement District [BID] mechanism. Similar processes of gradual upgrading could be encouraged in larger industrial areas to ensure they can make a positive contribution to meeting some of Calderdale's future growth requirements.
- 10.39 There may also be some potential to explore different funding sources to enable SMEs to upgrade premises or develop new premises if the market does not deliver these improvements. This could be through either gap funding assistance or de-risking improvements through up-front finance. This could include a number of forms of direct Council or LCR LEP financial support, such as a Business Improvement Grant, and direct lending to small firms and/or mortgage support. Such measures may be harder to fund in the current economic climate but could be worthwhile future actions.
- 10.40 CMBC may wish to explore the potential for using Community Infrastructure Levy [CIL] to deliver infrastructure, such as highways and communications infrastructure, to support the delivery of employment sites. This would be subject to such provision according with the legislation and regulations governing CIL.
- 10.41 Whilst this approach offers the prospect of new employment space in Calderdale, there are some potential problems in ensuring such provision is attractive to the market. The layout of the site and uses, particularly for mixed-use schemes, can make a significant difference to their commercial appeal, with most office occupiers for example wanting a relatively high-profile location towards the front of a site and without any potential for amenity conflicts. In addition, there may be issues about matching the type of space delivered to demand in that area.
- 10.42 Where the development lies within an area of low industrial and office demand, subject to the legal provisions governing such approaches, funding from sources such as CIL could be pooled⁵⁴ and used to develop workspace space on other sites, perhaps including those in Council ownership, and loans or grants to firms to support upgrading of premises. This could also potentially be used to fund further enterprise or incubation workspace.
- 10.43 It may be appropriate to explore opportunities to de-risk planning issues for certain types of development, in a way that is appropriate to the site context. This could include, for example, Local Development Orders [LDOs], design codes, or other forms of planning brief to provide greater certainty on the types of development that will be supported by the Council.
- 10.44 LDOs allow Councils to identify specific areas or sites where express planning permission is not required for certain types of development. Examples applying to industrial estates, could include alterations or certain levels of extensions to premises, construction of new employment premises within specified limits, and some types of change of use. In some situations, this approach could provide benefits to occupiers or developers through greater flexibility, speed, certainty of outcome and reduced cost.
- 10.45 Mixed use schemes can also be a way forward in delivering some new office or industrial space. This is more likely to be effective on larger schemes such as the Shay Lane site

⁵⁴ Subject to compliance with the relevant CIL Regulations

(NLP107) in Ovenden. However, most of the potential mixed-use allocations are less than 2 ha net developable area.

10.46 The market alone is unlikely to deliver these improvements. Encouragement for owners and developers may be necessary, and could be aided by a range of planning and economic development interventions including:

- 1 A Local Plan policy encouraging such forms of upgrading, although this will only work in combination with other actions;
- 2 Continued and stronger Local Plan policy protection for certain industrial sites (reducing the potential for residential 'hope value' pricing out development);
- 3 Local initiatives to publicise to local firms case studies of successful upgrading of business premises, including costs, local contractors involved and rental or other benefits achieved;
- 4 Encouragement of mixed use developments to help facilitate and cross-subsidise the creation of B-class premises; and
- 5 CMBC economic development officers engaging with owners on upgrading of premises.

Constructing a Delivery Trajectory for Employment Sites

10.47 In light of the scale of employment land that may become available for use over the study period and the resulting surplus of employment land likely to arise, there is a need for the Borough to identify a realistic delivery trajectory for these employment sites and to understand which offer the best prospects of accommodating B-class development over the period to 2032. This may involve rationalising the Borough's existing supply (including longstanding allocations) and consolidating this supply into sites and locations that are most suited to meeting business needs over the plan period, including footloose needs and investment flowing along the M62 Corridor.

10.48 As noted previously, some of these proposed allocations (such as extensions to existing, successful industrial estates) represent relatively low risk opportunities that could be expected to support new employment development over the short to medium term. However, mixed use allocations (that incorporate an element of employment uses) may represent higher risk, longer term development opportunities that require an element of masterplanning work to be completed before any development can commence.

10.49 Accordingly, it is recommended that the Council evidence how its portfolio of allocations and other development opportunities will support delivery of new space over the short, medium and long-term (structured broadly in five-year periods). This accords with the approach set out in the former SEEPB Guidance⁵⁵ on employment land assessments which encouraged local authorities to demonstrate a five-year rolling supply of employment land.

10.50 Where any gaps are identified, the Council may want to consider options for how this can be addressed (potentially in the form of new allocations). It is helpful for sites to be assessed on a consistent basis in order to determine at broadly what point in the Plan period they may become available, and how important any individual site is for meeting either office or industrial needs within any rolling five-year period. It will also be

⁵⁵ SEEPB Economic and Employment Land Assessments Supplementary Guidance Consultation Document, 2009. Although the SEEPB no longer exists and the formal status of this guidance is not established, it is considered to be a source of good practice.

important in establishing any potential mismatch between identified allocations and those areas of the Borough that attract the strongest levels of market demand such as Elland and Brighouse.

- 10.51 As noted above, across the Borough the employment land OAN generated a need for between 16 ha and 24 ha across five-year rolling supply periods. In determining the likely timing and availability of land that could meet these 5 yearly requirements, this delivery trajectory should have regard to:
- 1 the planning status of sites (extant planning permission, allocation etc.);
 - 2 development constraints/costs and known requirements for infrastructure (more detailed assessment work may be required);
 - 3 current developer/landowner aspirations; and,
 - 4 market delivery and viability factors.
- 10.52 The assessment provides the opportunity to identify and map out the Local Plan's 'when', 'whom' and 'how' employment space delivery actions for each site. In turn, it will also offer a basis to continually assess the potential role of a site in meeting employment land and other Local Plan objectives (and, inter alia, the policy benefits that would accrue if earlier delivery of the site was encouraged). The trajectory should be linked to the annual monitoring process and periodically updated to ensure the rolling supply of employment land during the new Local Plan period.
- 10.53 Potential barriers to the delivery of sites were identified in site pro-formas. This provides an indication of sites which it may be challenging to delivery in the short term of the plan period. As the majority of the assessed sites are in existing use, the focus should be concentrated on the potential sites recommended for employment use allocation, as set out in Section 9.0.

Other Policy Issues

Affordable space for small businesses

- 10.54 As noted in Section 8.0, there is a gap in the market for small industrial units that are in high demand from SMEs. Most B1a demand in the Borough is from local SMEs looking for small office spaces, frequently converted Victorian premises in or close to the Town Centre. Such premises should be let on relatively flexible, short term leases, which are attractive to small businesses and can help them to grow. With a large base of SMEs there is a need to provide such accommodation in Calderdale. Demand for this type of small scale, affordable space is also likely to continue to grow in future as businesses increasingly seek flexible and efficient workspaces.
- 10.55 As regards industrial units, as set out in Section 6.0 there are strong levels of demand from micro-businesses for small units between 1,000 and 2,000 sq ft (93 and 186 sqm) . In most parts of the Borough there is also demand from SMEs for units up to 10,000 sq ft (929 sqm), though this is generally focused on larger settlements.
- 10.56 Whilst re-development and intensification of the Borough's existing employment sites should be encouraged to allow sites to be used more efficiently and accommodate additional employment space, it will be important to re-provide any cheaper or affordable business units that currently occupy these sites either on-site or elsewhere within the Borough. This could involve delivery of new, purpose-built space and/or the refurbishment of older accommodation into affordable start-up space.

- 10.57 Based on experience elsewhere, two approaches to providing such premises could be considered:
- 1 Seek provision of small units within larger employment developments, residential or mixed use schemes.
 - 2 Encouraging conversion or sub-division of older industrial space into a number of small, lower cost units which can provide a more cost-effective option than provision of new bespoke space. If the market did not bring this forward, such a scheme could be instigated by the Council with a development partner or consortium.

Monitoring

- 10.58 Reflecting the Practice Guidance, it will be important to monitor future changes in the demand and supply of employment space to identify changing patterns and inform any policy responses required. CMBC currently monitors planning permissions granted for B-class employment uses in the Borough on an on-going basis, but no longer records them in Annual Monitoring Reports [AMRs]. In the absence of AMRs it is strongly recommended that there should be a mechanism in place to monitor applications relevant to specific type of B-class use so that the changing pipeline supply can be assessed.
- 10.59 Specific items which it could be useful to monitor are identified below and should be incorporated into a re-booted Monitoring Framework of the emerging Local Plan:
- 1 Levels of future demand for office/industrial space and which of the study's estimates of future requirements this best relates to;
 - 2 How much of the currently identified supply of employment space commitments are likely to come forward and whether any new sites emerge;
 - 3 The extent and type of any losses of existing employment land to non B-class uses, particularly residential (part of the on-going monitoring of office losses under the amended Permitted Development Rights). This will need to incorporate the proposed changes to Permitted Development Rights to include B1c and B8 uses; and,
 - 4 Any on-going deficiencies in provision for specific types of employment premises (e.g. small, low cost, business or industrial units).

Appendix 1: Consultees

Organisation
Leeds City Region Enterprise Partnership
West Yorkshire Combined Authority
West Yorkshire Chamber of Commerce
Federation of Small Businesses
West Yorkshire Transport Fund
City of Bradford Metropolitan District Council
Kirklees Council
Leeds City Council
Oldham Council
Rochdale Borough Council
Burnley Borough Council
Pendle Borough Council
Rossendale Borough Council
Walker Singleton Chartered Surveyors
Daniel & Hirst Estate Agents & Surveyors
Whittle Jones Chartered Surveyors
Ryden LLP
Starkeys Commercial
Consultation with local businesses through email survey and telephone interviews

Appendix 2: Site Assessment Criteria

This section sets out the proposed criteria for assessing the quality and condition of identified and new sites in Calderdale. The criteria were used to rate sites which will help to inform allocations in the emerging Local Plan.

The criteria reflect the local circumstances in Calderdale. They focus upon the inherent value of a site rather than the current conditions on it, though such characteristics would also be noted. Additional criteria would apply to undeveloped allocated or development sites. However ownership and availability information may not be obtainable in some cases and a judgement may need to be made on these.

Ratings can reflect a combination of different factors applying to the same criteria. A balanced judgment has to be made on an appropriate overall rating. Ratings are graded in the categories set out below, with Very Good being the highest rating and Very Poor being the lowest. Unless specified, ratings of Good, Average and Poor will be made where the site does not meet the full specification of a Very Good or Very Poor rating but instead meet some of the specification.

- . Very Good;
- . Good;
- . Average;
- . Poor; and
- . Very Poor.

Current Land Use, Land Type and Planning Status

Current land uses and land types (greenfield, brownfield and remediated) will be assessed for each site. Any planning designations or policy constraints that could affect development of the site for employment uses will be identified. These factors may influence the suitability, viability or deliverability of the site for employment uses.

These factors will not be rated so that site assessments are weighted towards the inherent value of the site. It also supports Paragraph 22 of the Framework. This states that planning policies should avoid long term protection of allocated employment sites “*where there is no reasonable prospect of a site being used for that purpose*” [§22].

Strategic Road Access

For the purpose of this assessment strategic roads are defined as comprising the main A roads in the Borough (such as the A58, A629, A641 and A646) and the M62.

- . Very Good = within 1km of a junction on the M62.
- . Good = within 1km of access to a main A road (such as the A58, A629, and A646), or a usually free flowing strategic road, via good unconstrained roads.
- . Average = within 2.5km of access to a main A road (such as the A58, A629, and A646), or a usually free flowing strategic road, via good unconstrained roads.
- . Poor = within 5km of access to a main A road (such as the A58, A629, and A646), or a usually free flowing strategic road, via good unconstrained roads.
- . Very Poor = over 5km from strategic road junction or access, and/or through constrained or local roads, and/or through town centre or residential areas.

Local Accessibility

Very Good = local access via free moving good roads avoiding residential areas/difficult junctions; unconstrained vehicle access to the site with good visibility/lack of queuing; close access to range of town centre public transport services.

Very Poor = difficult or narrow road access, via residential roads, difficult site access junction, congested local roads; low level, limited range or infrequent public transport services nearby.

This includes determining whether there is a bus stop or interchange within 400m of a site.

Proximity to Urban Areas and Access to Labour and Services

Urban areas will be weighted according to the Council's 2013 Settlement Hierarchy. Settlements are defined as:

- Sub-regional town (Halifax);
- Principal town (Brighouse);
- Local town (Elland, Todmorden, Sowerby Bridge, Hebden Bridge);
- Local centres (such as Shelf and Mytholmroyd); and,
- Neighbourhood / small rural centres (such as Portsmouth & Cornholme and Bradshaw).

Very Good = within, or with good access to, a sub-regional town or principle town; and also in close proximity to sizeable residential areas providing local labour supply.

Good = within, or with good access to, a local town; and also in close proximity to sizeable residential areas providing local labour supply.

Average = within, or with good access to a local centre; and also accessible to residential areas providing some degree of local labour supply.

Poor = within, or with good access to a neighbourhood / small rural centre.

Very Poor = remote, isolated site, no local services or residential areas nearby.

Compatibility of Adjoining Uses

Good to Very Good = within larger employment area or no incompatible surrounding land uses.

Average = B1 use adjoining residential or other sensitive uses.

Poor to Very Poor = B2 or B8 adjoining residential or other sensitive uses.

Developmental and Environmental Constraints

This will build upon previous relevant site appraisals, including the information provided as part of the Call for Sites exercise. The focus of this criterion is also to test whether previously identified constraints are still appropriate and to identify potential new constraints wherever possible.

Very Good = generally level site, regular shape, over 3 ha in size; low flood risk (Zone 1); no conservation, topographical or landscape constraints on scale of development; no

adverse ground conditions or known abnormal development costs; no other significant constraints on new development.

Very Poor = sloping or uneven site; under 0.2 ha, irregular or narrow shape, other severe constraints; within flood risk Zone 3; conservation, topographical or landscape constraints on scale of development; adverse ground conditions or known abnormal development costs.

Market Attractiveness

The assessment will consider the attractiveness of sites to the market. This will consider the likely market demand and viability of development without intervention.

Very Good = high profile or high-quality appearance, managed site; good environment and quality of occupiers; under 10% vacant; viewed as attractive by agents or occupiers; recent investment or development activity, strong demand, units rarely available.

Very Poor = run-down unattractive appearance or location; attracts lower end users and over 25% vacant space or buildings; vacant units not marketed; no recent investment; units remain vacant for lengthy period; site considered to be unviable without intervention.

Barriers to Delivery and Timescales

Identify any factors that would constrain development of the site for employment uses. For example site occupied, need for infrastructure and fragmented ownership. Where possible mitigation measures that would address barriers to delivery will be identified and suggested. For example we would identify whether providing access to a site would improve its deliverability or viability.

Planning Factors

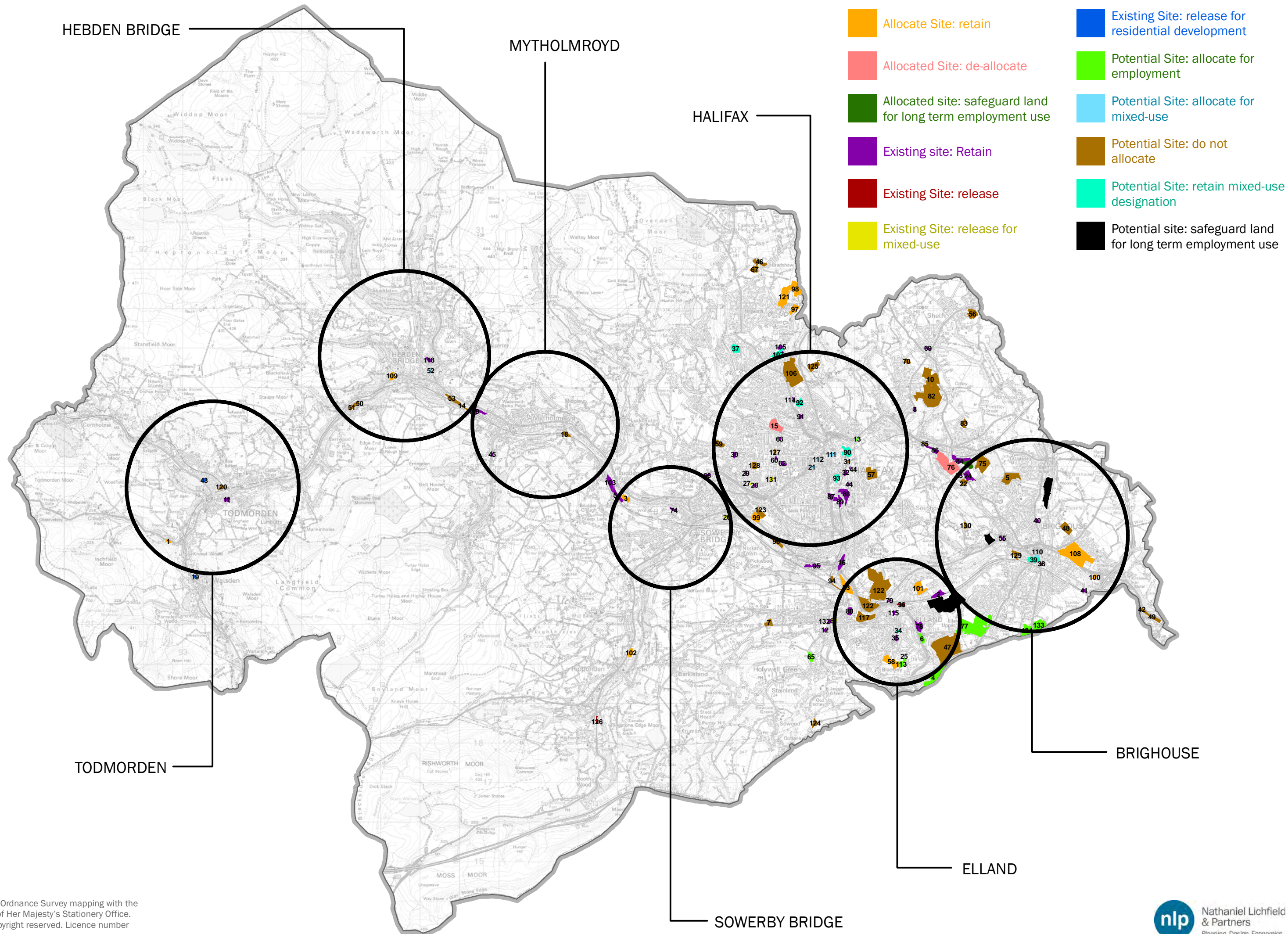
Identify any planning designations or policy constraints that could affect development of the site for employment uses.

Overall Site Rating

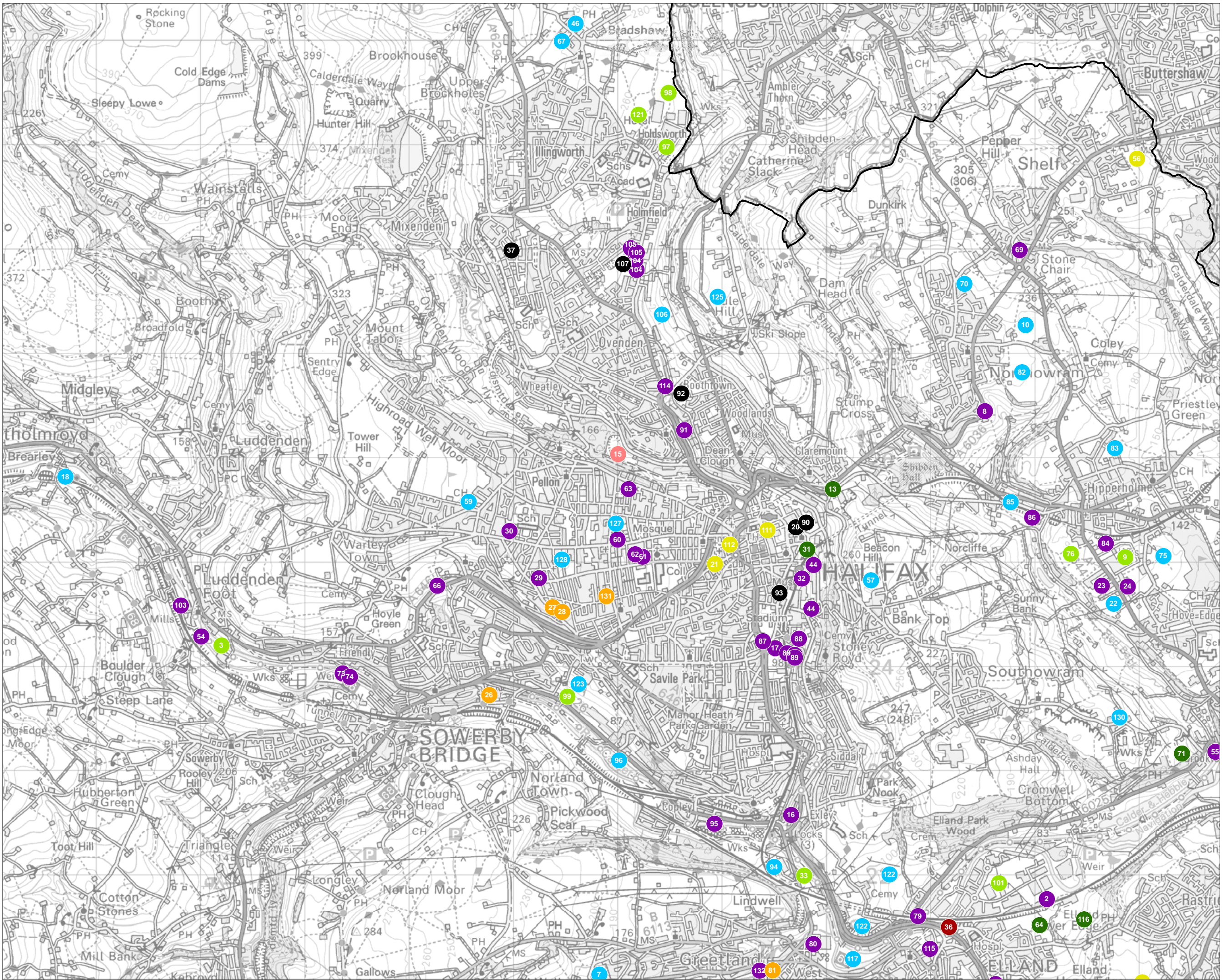
We will provide an overall site rating from Very Poor to Very Good. This will be determined by assessing the rating for each factor. The overall site rating will be justified with an explanation of the main factors and their weight. Any factors which may make the site unviable or undeliverable will be specified.

The weighting of different factors will vary from one site to another. For example, a site suitable for B8 uses would place most weighting on strategic road access, whereas a site suitable for B1 office uses would place more weight on proximity to urban areas and access to labour and services.

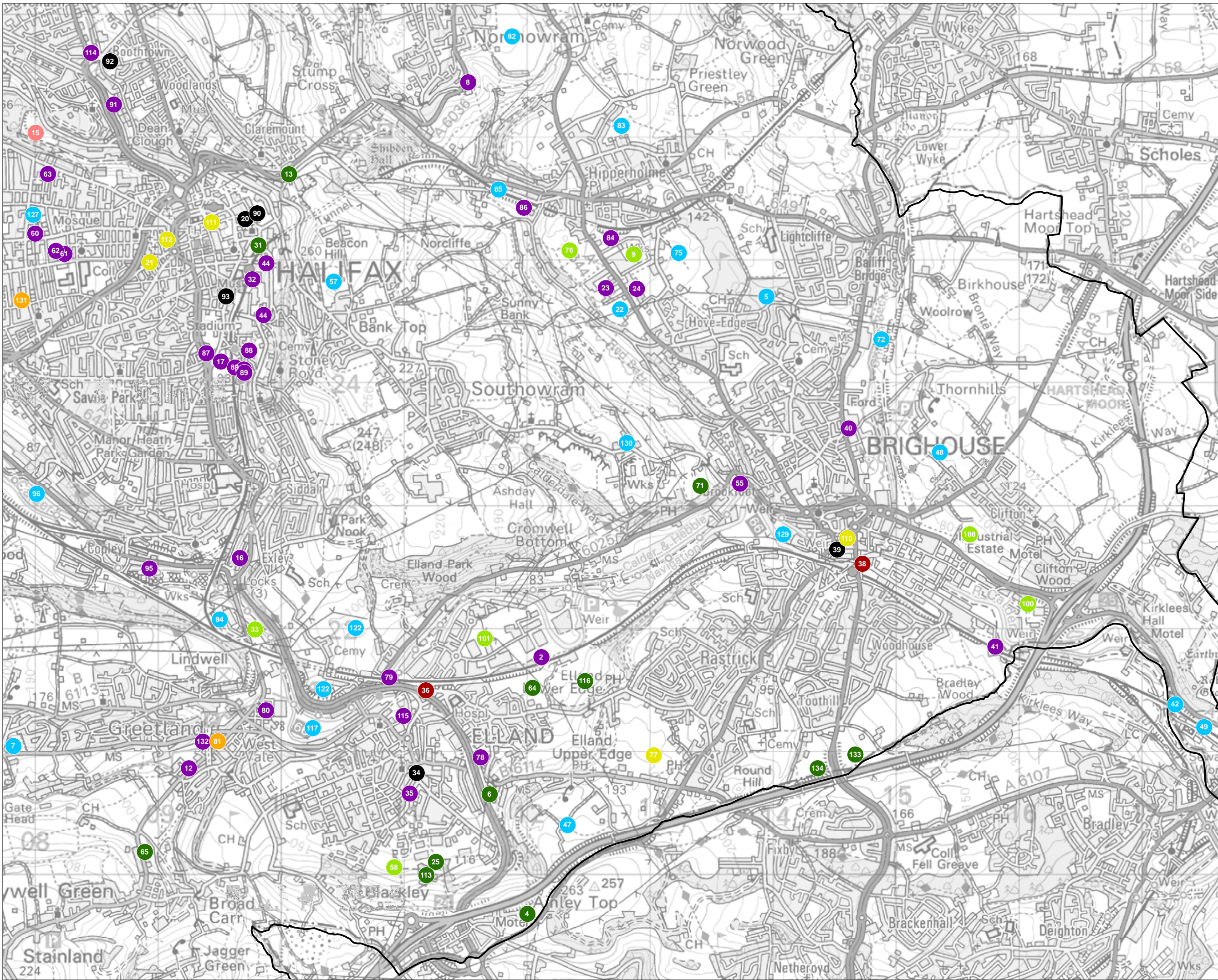
Appendix 3: Sub-Area Maps



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- Allocated Site:
de-allocate
- Allocate Site:
retain
- Existing Site:
release
- Existing Site:
release for mixed-use
- Existing Site:
release for residential development
- Existing Site:
retain
- Potential Site:
allocate for employment
- Potential Site:
allocate for mixed-use
- Potential Site:
do not allocate
- Potential Site:
retain mixed-use designation



- Allocated Site: de-allocate
- Allocate Site: retain
- Existing Site: release
- Existing Site: release for mixed-use
- Existing Site: release for residential development
- Existing Site: retain
- Potential Site: allocate for employment
- Potential Site: allocate for mixed-use
- Potential Site: do not allocate
- Potential Site: retain mixed-use designation

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Appendix 4: Site Assessment Matrix

Local Plan Site Ref	NLP reference	Reason for inclusion	Status	NLP Recommendation	Site Category	Overall Site Rating
LP0002	NLP1	UDP Employment site, ELR 2012, B & E support employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Average
LP0009	NLP2	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Good
LP0011	NLP3	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Average
LP0021	NLP4	ELR 2012, New - LP initial assessor for employment or mixed use, CFS	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Good
LP0022	NLP5	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0025	NLP6	ELR 2012, New - LP initial assessment for employment or mixed use, CFS	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Good
LP0026	NLP7	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0030	NLP8	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP0032	NLP9	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, CFS	Designated new employment site	Retain	Allocated site - Safeguard land for long term employment use	Average
LP0034	NLP10	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0055	NLP11	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP0057	NLP132	B and E suggest new employment	Designated as primary employment area	Retain	Existing site - retain	Average
LP0059	NLP12	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Average
LP0105	NLP13	New - LP initial assessment for employment or mixed use, CFS	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Average
LP0138	NLP14	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0166	NLP15	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use	Designated new employment site	De-allocate	Allocated site - de-allocate	Poor
LP0170	NLP16	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Poor
LP0187	NLP17	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Average
LP0216	NLP18	New - LP initial assessment for employment or mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0246	NLP19	B and E support Mixed use	Designated as primary employment area	Release for residential development	Existing site - release for residential development	Average
LP0264	NLP20	UDP Mixed use site, new - LP initial assessment for employment or mixed use	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Good
LP0289	NLP21	New - LP initial assessment for employment or mixed use, CFS	Potential site - designated as Town Centre	Allocate for employment	Potential site - allocate for mixed use	Average
LP0331	NLP22	poss new alloc	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0332	NLP23	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Good
LP0334	NLP24	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Average
LP0355	NLP25	ELR 2012, CFS	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Good
LP0402	NLP26	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Release for mixed use development	Existing site - release for mixed use	Poor
LP0403	NLP27	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Release for mixed use development	Existing site - release for mixed use	Poor
LP0405	NLP28	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Average
LP0406	NLP29	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Average
LP0409	NLP30	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP0468	NLP31	ELR 2012, New - LP initial assessor for employment or mixed use	Potential site - designated as Town Centre	Do not allocate	Potential site - do not allocate	Poor
LP0472	NLP32	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP0481	NLP33	UDP Employment site, ELR 2012	Designated new employment site	Retain	Allocated site - retain	Good
LP0509	NLP34	UDP Mixed use site, new - LP initial assessment for employment or mixed use	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Good
LP0510	NLP35	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP0520	NLP36	ELR 2012	Designated as primary employment area	Release	Existing site - release	Average
LP0523	NLP37	New - LP initial assessment for employment or mixed use	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Good
LP0571	NLP38	ELR 2012	Designated as primary employment area	Release	Existing site - release	Poor
LP0573	NLP39	UDP Mixed use site, ELR 2012, New - LP initial assessment for employment or mixed use, CFS	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Good
LP0579	NLP40	CFS	Designated as primary employment area	Retain	Existing site - retain	Good
LP0585	NLP41	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Poor
LP0597	NLP42	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0649	NLP43	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Release for residential development	Existing site - release for residential development	Average
LP0706	NLP44	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP0827	NLP45	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP0849	NLP46	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP0859	NLP47	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0894	NLP48	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP0897	NLP49	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP0915	NLP50	ELR 2012, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0916	NLP51	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0922	NLP52	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - designated as Town Centre	Allocate for mixed use development	Potential site - allocate for mixed use	Good
LP0925	NLP53	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0932	NLP54	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Good
LP0938	NLP126	Potential 2nd stage assessment for employment - consultees comments to be obtained	Designated as primary employment area	Release	Existing site - release	Poor
LP0942	NLP55	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated as primary employment area	Retain	Existing site - retain	Average
LP0949	NLP56	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP0950	NLP57	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP0960	NLP58	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Good
LP0968	NLP59	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP0971	NLP60	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Average
LP0973	NLP127	New - LP 2nd stage assessment for mixed use, B & E suggest Employment	Potential site - Openspace	Do not allocate	Potential site - do not allocate	Average
LP0974	NLP61	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Poor
LP0975	NLP62	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP0976	NLP63	ELR 2012, New - LP initial assessor for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP0978	NLP64	CFS	Potential site - Green Belt	Safeguard land for future employment use	Potential site - safeguard land for long term employment use	Average
LP0982	NLP65	ELR 2012, New - LP initial assessor for employment or mixed use	Potential site - Green Belt	Allocate	Potential site - allocate for employment	Average

Local Plan Site Ref	NLP reference	Reason for inclusion	Status	NLP Recommendation	Site Category	Overall Site Rating
LP1004	NLP66	B and E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP1012	NLP67	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1042	NLP69	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Average
LP1046	NLP70	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1053	NLP71	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as mineral working site	Safeguard land for future employment use	Potential site - safeguard land for long term employment use	Average
LP1056	NLP72	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Safeguard land for future employment use	Potential site - safeguard land for long term employment use	Poor
LP1068	NLP73	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1069	NLP74	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1072	NLP75	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP1077	NLP76	UDP Employment site, ELR 2012, B & E support employment or Mixed Use, CFS	Designated new employment site	De-allocate	Allocated site - de-allocate	Poor
LP1078	NLP77	ELR 2012, New - LP initial assessent for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Allocate for mixed use development	Potential site - allocate for employment	Good
LP1082	NLP78	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain and allocate adjacent land	Existing site - retain	Average
LP1086	NLP79	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1087	NLP80	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP1088	NLP81	ELR 2012, New - LP initial assessent for employment or mixed use, CFS	Designated as primary employment area	Release for mixed use development	Existing site - release for mixed use	Average
LP1103	NLP82	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP1104	NLP83	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1116	NLP84	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Average
LP1119	NLP85	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP1121	NLP86	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1132	NLP87	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Average
LP1133	NLP88	ELR 2012, New - LP initial assessent for employment or mixed use, B & E support Employment or Mixed use, CFS	Designated as primary employment area	Retain	Existing site - retain	Average
LP1134	NLP89	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Good
LP1147	NLP128	B and E suggest new employment	Potential site - Openspace	Do not allocate	Potential site - do not allocate	Very Poor
LP1170	NLP90	UDP Mixed use site, new - LP initial assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Good
LP1179	NLP91	B and E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1183	NLP92	UDP Mixed use site	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Average
LP1186	NLP93	ELR 2012	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Average
LP1192	NLP94	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFs	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1203	NLP95	ELR 2012, CFS	Designated as primary employment area	Retain	Existing site - retain	Average
LP1204	NLP96	ELR 2012, New - LP initial assessent for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1217	NLP97	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Good
LP1219	NLP98	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Average
LP1220	NLP99	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Average
LP1221	NLP100	UDP Mixed use site, ELR 2012	Designated new employment site	Retain	Allocated site - retain	Very Good
LP1223	NLP101	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Very Good
LP1224	NLP102	UDP Employment site, B & E support Employment or Mixed Use	Designated new employment site	Retain	Allocated site - retain	Poor
LP1225	NLP103	ELR 2012	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1227	NLP104	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP1228	NLP105	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Average
LP1229	NLP106	CFS secondary use employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1231	NLP107	UDP Mixed use site, ELR 2012, New - LP initial assessment for employment or mixed use	Designated as mixed use area	Retain	Potential site - retain mixed use designation	Average
LP1232	NLP108	UDP Employment site, ELR 2012, New - LP initial site assessment for employment or mixed use, B & E support Employment or Mixed Use, CFS	Designated new employment site	Retain	Allocated site - retain	Very Good
LP1234	NLP109	UDP Employment site, CFS	Designated new employment site	Retain	Allocated site - retain	Average
LP1248	NLP110	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as other retail area	Allocate for mixed use development	Potential site - allocate for mixed use	Good
LP1251	NLP129	LP 2nd stage assessment for employment , B & E support	Potential site - designated as openspace urban	Do not allocate	Potential site - do not allocate	Poor
LP1287	NLP111	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Potential site - designated as Town Centre	Allocate for mixed use development	Potential site - allocate for mixed use	Good
LP1292	NLP112	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Potential site - designated as Town Centre	Allocate for mixed use development	Potential site - allocate for mixed use	Good
LP1410	NLP113	CFS	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Average
LP1427	NLP130	B and E support new employment	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1431	NLP131	LP 2nd stage assessment for mixed use , B & E support	Designated as primary employment area	Release for mixed use development	Existing site - release for mixed use	Average
LP1433	NLP114	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP1443	NLP115	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP1447	NLP116	New - LP initial assessment for employment or mixed use, B & E support Employment or Mixed use, CFS	Potential site - Green Belt	Safeguard land for future employment use	Potential site - safeguard land for long term employment use	Average
LP1454	NLP117	B and E support Employment or Mixed use, CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP1502	NLP118	New - LP initial assessment for employment or mixed use	Designated as primary employment area	Retain	Existing site - retain	Average
LP1522	NLP119	B & E support site in 'Primary Employment Area'	Designated as primary employment area	Retain	Existing site - retain	Poor
LP1535	NLP120	New - LP initial assessment for employment or mixed use	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LP1562	NLP121	CFS secondary use employment or mixed use	Designated new employment site	Retain and allocate adjacent land	Allocated site - retain	Good
LP1567	NLP122	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Average
LP1572	NLP123	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
LP1576	NLP124	CFS	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Very Poor
LPM21	NLP125	new enquiry	Potential site - Green Belt	Do not allocate	Potential site - do not allocate	Poor
	NLP133	NLP suggestion	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Very Good
	NLP134	NLP suggestion	Potential site - Green Belt	Allocate for employment	Potential site - allocate for employment	Very Good

Appendix 5: Site Pro-Formas

Land adjacent Friths Mill, Valley Works Bacup Road [NLP1] [0002]



GROSS SITE AREA:
0.61 ha

ESTIMATED NET DEVELOPABLE AREA:
0.549 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The brownfield site is a designated New Employment site. The site is almost completely cleared, though with some existing employment uses to the west of the site. The current occupiers are Eddingbrook Ltd Sheet Metal Products. The site is level but has a small net developable area. Part of the site is advertising Environment Agency flood defence works.</p> <p>Brownfield site available, suitable location for development with realistic prospect of development taking place. Viability will depend on mitigating against flood risk and land contamination. Wildlife corridors</p>	
Strategic Road Access	Within 1km access to the A6033	Good
Local Accessibility	<p>Good access road onto the site suitable for HGVs. There is also a bus stop next to the site with services to Bacup, Bury and Todmorden.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km)</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location on the outskirts of Todmorden. There is a small local labour market catchment and a lack of local services.	Very Poor
Compatibility of Adjoining Uses	There is a mix of neighbouring uses to the east and west of the site, mostly consisting of residential properties. Further east however there are more small scale employment uses. Opposite the site to the north there are residential properties and two small employment units with light industrial activity. To the west and south of the site	Average

	there is a natural border from the hill with a steep gradient.	
Developmental and Environmental Constraints	There is an electricity substation on the north of the site. Flood works/prevention scheme. The site is brownfield land that may require remediation. Previously used by a stone mason. The site is within Flood Zone 3 but advertising flood defence works in the area.	Average / Poor
Market Attractiveness	The site is in a peripheral location and offers a small but level area for development. Development would likely be viable for a small development of workshop units but it is unlikely all of the site would come forwards in the short to medium term due to the flood risk constraints. The site would be most appropriate for small scale B1c uses so that it is compatible with adjacent residential properties. There is a general shortage of sites for employment use in this part of the Borough.	Good / Average
Barriers to Delivery and Mitigation	Development of the site is constrained by the current risk of flooding, but the site is advertising flood defence schemes which would provide mitigation of this risk.	
Planning Factors	<ul style="list-style-type: none">• An application for Open site to be used for parking HGVs was Refused on 08/05/2006• An application for Open site to be used for parking HGVs. was Permit CC on 03/08/2006• An application for Off-site coach parking for five coaches in connection with Dobroyd Castle was Permit CC on 18/09/2008	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as new employment site. Whilst there are constraints to the site coming forwards until flood defence measures are in place, there is a shortage of new employment sites in this area. In the medium to long term it can be expected that the site could offer small workshop units for B1c uses which would appeal to local SMEs.	
SITE SUMMARY:		
The small site is in a peripheral location of the Borough but where there is a need to supply new employment space to meet the needs of local SMEs. The site is designated as a New Employment site but requires flood defence works to be put in place before it can realistically be considered viable for development. The site would be appropriate for a number of small workshop units for B1c use to cater to the local market needs. The site should therefore be retained for delivery in the medium to long term.		

Lowfields Land around Nu Swift site [NLP2] [0009]



GROSS SITE AREA:
3.04ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a brownfield site currently occupied by a caravan storage business. The site is designated as a Primary Employment Area, and is on the edge of the popular Lowfields Industrial Estate.	
Strategic Road Access	Within 1km of the A629	Good
Local Accessibility	There is a wide tarmac access road on the western side of the site and a large gravel car parking area. To the east is a narrow lane between the industrial units. There are no bus stops within 400m. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the eastern side of Elland and on the edge of the Lowfields Industrial Estate, one of the most popular industrial estates in the Borough. There is a good access to the local labour market and services in Elland.	Good
Compatibility of Adjoining Uses	The site is within the established and popular Lowfields Industrial Estate with no incompatible adjoining uses.	Very good
Developmental and Environmental Constraints	The eastern half of the site adjacent to the River Calder is designated as Flood Zone 2. The site is currently being used to store caravans and vehicles, and could be used more intensively with B1c, B2 or B8 land uses. There is no potential to expand the site as it is bound by the railway line to the south and the River Calder to the east. Large overhead pylons cut through the western portion of the site from south to north, connecting with the large local substation in Lowfields Industrial Estate. The majority of the site is level apart from a slight gradient on the access road and a 2-3m slope down towards the industrial units to the north of the site. There is a pumping station for Lowfields Industrial estate adjacent to the western access road. Ownership of the access road may be a constraint.	Good
Market Attractiveness	The site is in the popular Lowfields Industrial Estate, and currently occupied by a caravan storage business. A small number of units in the area are advertised to let but the	Good

	industrial estate has a high occupancy level and is an attractive location for businesses. The landowner is interested in developing the site for industrial use.	
Barriers to Delivery and Mitigation	<p>The site has two owners, with the middle section being used by the adjacent business to store HGVs. The site may therefore require land purchases to bring the whole area forwards for development. The site would also need an improved access road from the main industrial estate access road.</p> <p>Additionally, the land to the south may have a strategic long term role in providing new employment space for the Lowfields Industrial Estate. In order to unlock this land though access would be required through this site by providing a bridge over the existing railway line. Council Officers should therefore consider whether any development on the site in the short term may prevent the long term development of land to the south.</p>	
Planning Factors	The site is designated as a primary employment area. An application for Change of use to B8 storage was Permit CC on 23/07/2013 – 13/0063/FUL	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site is fully occupied by the current users however there is potential to intensify use of the site and to unlock further land to the south in the long term.	
SITE SUMMARY:		
Mostly level site in established industrial estate which is highly accessible and the owner is interested in releasing the site in a few years. However, it is constrained by the Canal and Train lines and is not very visible. The site is fully occupied but with low density employment use. The site could be used more intensively with other B1c, B2 or B8 land uses.		

Tenterfields Burnley Road [NLP3] [0011]



GROSS SITE AREA:
2.48 ha

ESTIMATED NET DEVELOPABLE AREA:
1.44 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped greenfield and agricultural land, partly wooded to north and gradient across site from north to south. Site is within the urban area and adjacent to Burnley Road A646 to the north. Site would be a natural extension to the popular Tenterfields Business Park. The site is designated as a New Employment Site (EM51).	
Strategic Road Access	Direct access to the A646. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.	Good
Local Accessibility	The access road from the A646 is accessible by HGVs. There is a bus stop nearby on the A646 with frequent services to Halifax and Todmorden, with additional services to Burnley and Rochdale CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location between Luddenden Foot and Sowerby Bridge. It has a small immediate labour market catchment but is accessible from nearby settlements and Halifax.	Average / Poor
Compatibility of Adjoining Uses	Tenterfields Business Park is located to the south of the site, though they are separated by the Rochdale Canal. There are a small number of residential properties to the north west of the site. The gradient conceals the site from the road.	Good
Developmental and Environmental Constraints	Topography is the biggest constraint for the site, with a steep gradient from north to south which reduces the developable area to 1.44 ha. An overhead line crosses	Average

	the site though it is small enough to be grounded.	
Market Attractiveness	Development of the site for employment uses may not be viable due to site constraints. Nearby business park is fully occupied and popular though, so evidence of demand for premises.	Average
Barriers to Delivery and Mitigation	Site topography is a barrier to development. The site would be more attractive to the market if it is levelled.	
Planning Factors	Site has a lapsed permission for B1/B2/B8 uses. Application 12/99612/REN was approved on 16/08/2012	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as New Employment site. The site would be appropriate for B1c or B2 employment uses so that it is compatible with the small number of residential properties to the west.	
SITE SUMMARY:		
Small site with topographical constraints but with good access to A646 and adjacent to existing and popular Tenterfields business park. The site should be retained for employment use.		

Land at Ainley Top Brighouse Road [NLP4] [0021]



GROSS SITE AREA:
7.00 ha

ESTIMATED NET DEVELOPABLE AREA:
6.3 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is open countryside/pastureland located between Elland and Huddersfield at Ainley Top. The site is designated as Green Belt with Wildlife Corridors onsite.	
Strategic Road Access	<p>The site is adjacent to the M62 though approximately 1.8km to junction 24. The site adjacent to the A643.</p> <p>Highways England suggests that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.</p> <p>They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.</p>	Good
Local Accessibility	<p>The site can be accessed off New Hey Road, however accessing the site from the A643 is more appropriate for HGVs. There are no bus stops within 400m.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Elland (approximately 3.2km south of Elland). The site is relatively remote from a Calderdale perspective apart from the adjoining village of Ainley Top. However the site is easily accessible from Brighouse, Elland and also Huddersfield.	Average / Poor

Compatibility of Adjoining Uses	Immediate adjoining the site are the M62 to the north, A643 to the south and a small number of residential properties to the west.	Good / Average
Developmental and Environmental Constraints	The southern portion of the site slopes approx. 2m to the south. The northern portion of the site slopes significantly down to the M62. The topography reduces the net developable area of the site, though it is not considered to be a barrier to development. Overhead cables intersect the northern portion of the site from north to south. There are also some mature trees to the eastern elevation. The site is proposed to accommodate residential development in the southern portion of the site and employment use in the northern portion.	Average / Poor
Market Attractiveness	The site is greenfield land with few significant constraints, and could capture the local labour markets in Brighouse, Elland and Huddersfield. The site has a pending planning application for a B2 manufacturing facility.	Good
Barriers to Delivery and Mitigation	Development of this site would be dependent on the outcome of the Green Belt review.	
Planning Factors	<p>The site is designated as Green Belt.</p> <ul style="list-style-type: none"> An application (16/00272/FUL) for a Manufacturing Facility (B2 use class with ancillary warehousing and office accommodation) was withdrawn in October 2016 	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	The northern portion of the site (shaded blue) should be allocated for employment use, with the remainder of the site allocated for residential development. The site is in an excellent location relative to the M62 and can be accessed via the A643 which avoids passing through residential areas. The site is large enough to accommodate a sufficiently large buffer to the residential properties further to the west.	

SITE SUMMARY:

Greenfield site between the M62 and the A643, attached to existing urban area. The site could be readily developed and is in an attractive location. The allocation of the site would be dependent on the outcome of the Green Belt review. The site is recommended to be allocated for employment and residential development, with separate zones of employment in the northern portion (shaded blue) and residential in the southern portion. The estimated net developable area of the employment area is 4.58 ha.

Hoyle House Farm Smith House Lane [NLP5] [0022]



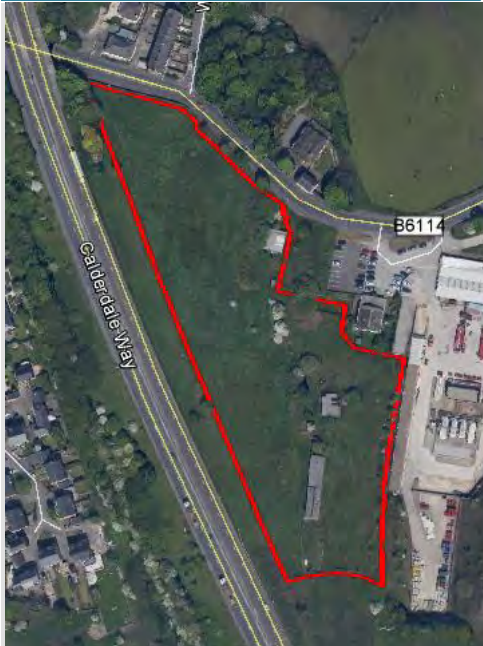
GROSS SITE AREA:
7.34 ha

ESTIMATED NET DEVELOPABLE AREA:
5.87 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a mixed greenfield and brownfield site adjacent to the urban area. It is also within the Greenbelt.	
Strategic Road Access	The site is within 1km of the A641, A644 and A649. It is approximately 2.5km from the A58.	Good
Local Accessibility	<p>The site can be accessed from Catherine Slack and Stoney Lane, and has significant road frontage onto both so is highly visible. It is not possible for vehicles to access the site from Coach Road to the north/west due to boulders blocking the lane. There is no parking onsite. There are a number of bus stops within 400m of the site with services to Brighouse, Halifax, Fagley and Bradford.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Lightcliffe, with access to local facilities and labour supply. It is approximately 2km north of Brighouse Town Centre.	Average
Compatibility of Adjoining Uses	The site is bound by Cliffe Hill Community Primary School to the north, Stoney Lane to the east, a working farm and Catherine Slack to the south and a golf course to the west.	Poor
Developmental and Environmental Constraints	There are a number of mature trees on the site, particularly along the boundary, which are likely to be worthy of protection. There is also a pylon in the north/west corner of the site with overhead cables intersecting the site from this corner to the eastern side. These factors are likely to reduce the net developable area to approximately 60%.	Poor

	<p>A previous assessment of the site undertaken for CBC identified further constraints including archaeology and a bat alert.</p> <p>Environmental Health comments: No major issue. Some land contamination and consideration to Hipperholme Air Quality Management Area (AQMA).</p>	
Market Attractiveness	This is an attractive site adjacent to the urban area. However, the net developable area is reduced due to constraints. Also, the developable uses would be restricted due to the adjoining uses being sensitive.	Average / Poor
Barriers to Delivery and Mitigation	The existing accesses would need to be improved.	
Planning Factors	<ul style="list-style-type: none">•• An application for Conversion of a redundant barn into a 3 bedroom dwelling. Was Permit CC on 11/06/2013•• An application for Conversion of existing barns and side extension to form three dwellings and construction of car port for eight cars was Permit CC on 13/05/2014• An application for Approval of reserved matters for the demolition of existing dwelling and erection of 4no. detached dwellings was Approved on 08/12/2010• An application for Residential development of 8 houses at Hoyle House Farm (Outline) was Refused on 02/02/2010	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is not suitable for employment uses due to the adjacent residential properties and the poor accessibility to the site through quiet residential areas.	
SITE SUMMARY:		
<p>This is a mixed greenfield and brownfield site adjacent to the urban area and designated as Green Belt. Development would be dependent on the outcome of the Green Belt review and/or exceptional circumstances. In addition, the net developable area is reduced due to constraints. It would be preferable to allocate the site for housing, rather than employment due to the adjoining sensitive uses.</p>		

Land at Dewsbury Road nr Copperas Cottages [NLP6] [0025]



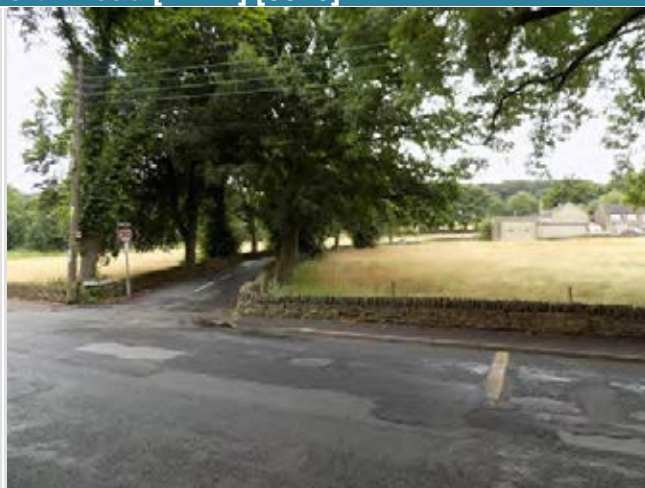
GROSS SITE AREA:
1.66 ha

ESTIMATED NET DEVELOPABLE AREA:
0.92 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a part greenfield/part brownfield site within the Green Belt. There are a couple of derelict units at the southern end of the site.	
Strategic Road Access	The site is approximately 1.3km from the A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.	Average
Local Accessibility	The site can be accessed from Dewsbury Road (B6114). There are two bus stops adjacent to the site with services to Brighouse, Elland and Halifax. Dewsbury Road is not suitable for HGVs to Raistrick (weight limit of 7.5 tonnes). The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is adjacent to the urban area of Elland with access to its services and a local supply of labour.	Good
Compatibility of Adjoining Uses	The site is bound by Dewsbury Road to the north, the A629 to the west and mixed uses to the east/south. To the east of the site there is a vacant Public House, a gym (Halifax Black Ops Crossfit) and Calor Customer Operations Centre.	Good
Developmental and Environmental Constraints	Overhead lines dissect the site from north to south. There is dense vegetation on the majority of the site. There is a verge of approximately 3m from the A629 to the west. Topography is a constraint to the site though predominantly to the northern portion of the site whilst the southern portion is more level. With platforming the site could accommodate several small units.	Average

Market Attractiveness	The site is suitable for development and adjacent to the urban area, public transport connections are good and it is within walking distance (approx. 0.6km) from the town centre of Elland.	Good / Average
Barriers to Delivery and Mitigation	There is dense vegetation on the site and the derelict industrial units to the south would need to be removed, though this is not a barrier to delivery. Allocation of the site would be dependent on the outcome of the green belt review and or exceptional circumstances.	
Planning Factors	No recent planning history. The site is would require release from the Green Belt.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Allocate for employment. B2 or B8 uses would be most appropriate for the site.	
SITE SUMMARY:		
This site is highly accessible from Elland, it is vacant and would be suitable for development. However, site clearance and levelling would be needed as there is dense vegetation and derelict units on site. The net developable area is reduced by the topography in the northern portion of the site which would be best used for access roads and car parking. B2 or B8 uses would be most appropriate for the site due to its proximity to the A629 and accessibility to the M62.		

The Gate Farm Saddleworth Road [NLP7] [0026]



GROSS SITE AREA:
2.14ha

ESTIMATED NET DEVELOPABLE AREA:
1.93 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located on the edge of an existing settlement and would appear to be a logical small infill of the physical road boundaries. The site is designated as Green Belt and the greenfield site has an undulating Topography which reduces the developable area.	
Strategic Road Access	The site is within 5 km to the A629. Highways England suggests that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.	Poor
Local Accessibility	The local road, Saddleworth Road (B6114) is free flowing with little traffic. There is a bus stop at the site with services to Halifax and Huddersfield. The site would need new access infrastructure. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Greetland with a relatively small immediate labour market catchment. There are also no services in close proximity.	Average / Poor
Compatibility of Adjoining Uses	The site is in a rural setting with no B-Class employment sites in close proximity. The site borders residential properties to the north and east and is within the Green Belt.	Very Poor
Developmental and Environmental Constraints	The site is designated as Green Belt and is greenfield land. The site undulates but has a broad gradient change sloping from the north down to the south. This reduces	Poor

	the developable area but is not significant enough to be a barrier to development. There are also mature trees on the site. The southern boundary of the site has small overhead lines and poles.	
Market Attractiveness	The site is located in a relatively peripheral location and rural/urban fringe setting where there are no B-Class employment uses in the immediate area. There is less interest in B-Class employment sites in this area. The topography may also constrain the size of units that could be accommodated on the site, and it would be more suited to smaller units or residential development.	Poor
Barriers to Delivery and Mitigation	The site needs to be released from the Green Belt before it can be developed.	
Planning Factors	No recent planning history. The site is located in the Green Belt.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. Unsuitable site for employment use	
SITE SUMMARY:		
The greenfield site features greenfield land with some development constraints of topography and mature trees, and is designated as Green Belt. The site is located in a peripheral area where there is less market interest in B-Class employment land development. The site should not be allocated for employment use.		

Hough Mills Bradford Road [NLP8] [0030]



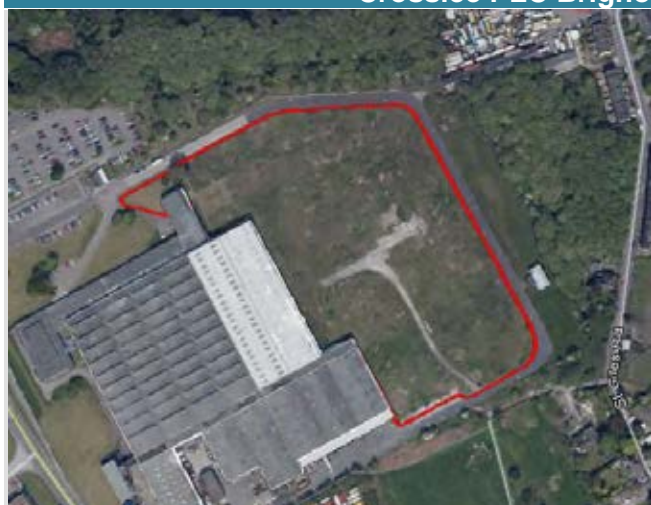
GROSS SITE AREA:
0.34ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is an industrial factory premises, currently occupied by a Carpet and Rug Manufacturer. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is located on the A6036 (Bradford Road), 900m from the A58, 3km east of Halifax Town Centre and junction 36 of the M62 is within 9km.	Good
Local Accessibility	<p>The site is accessed directly off the A6036 (Bradford Road). There are a few bus stops adjacent to the site with services to Northowram, Odsal Top, Shelf, Bradford, Leeds and Halifax. It is within walking distance of local services and amenities. There is also a small carpark onsite.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the southern periphery of Northowram and is only 3km from Halifax. It is accessible by public transport and within walking distance of a range of amenities and a local labour supply.	Average
Compatibility of Adjoining Uses	The surrounding land uses are predominantly residential to the west, with elevated scenic views over the Chelsea Valley to the East.	Average / Poor
Developmental and Environmental Constraints	The site is fully developed and in existing use. Due to the industrial uses of the site, redevelopment may require some remediation works. There may also be bats present.	Good
Market Attractiveness	This is an accessible site within a predominantly residential area. There is potential to extend the site boundary to include adjacent land to the north and south.	Good
Barriers to Delivery and Mitigation	The mill premises are currently fully occupied, however, the adjacent land is vacant open space and could offer provide further employment land.	
Planning Factors	The site is designated as a Primary Employment Area. There are recent planning applications relevant to the site:	

	<ul style="list-style-type: none"> • An application for Alterations to vehicular entrance and new parking area was Permit CC on 25/11/2010 • An application for Alterations to vehicular entrance was Permit CC on 25/11/2010 • An application for Proposed system container and site works was Permit CC on 17/03/2006
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. Future use should be B-Class employment, with B1 the most compatible with the adjacent residential properties.
SITE SUMMARY:	
<p>The site within the existing boundary is fully occupied. However, there is vacant, level site to the north of the site which could be suitable for employment uses. The site is designated as a Primary Employment Area and should be retained. Future redevelopment of the site should encourage B1 uses to be most compatible with the adjacent residential properties.</p>	

Crosslee PLC Brighouse Road [NLP9] [0032]



GROSS SITE AREA:
3.13ha



ESTIMATED NET DEVELOPABLE AREA:
2.97 ha

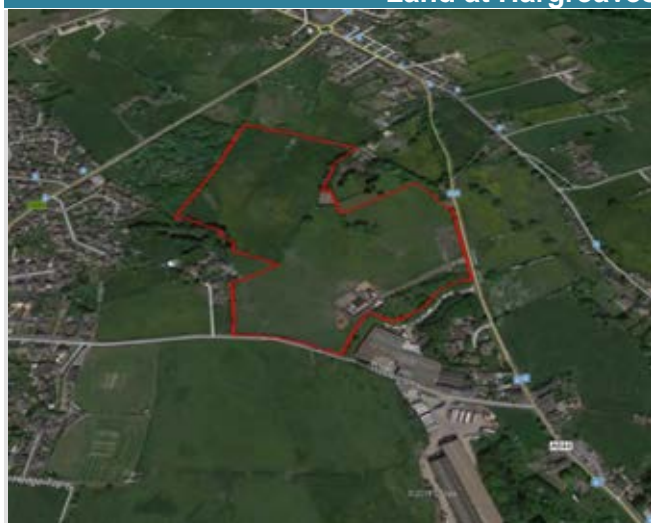
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	RUDP 2006 Designation: New Employment Site (EM68). This is a brownfield site behind the Crosslee domestic appliances factory and White Knight outlet. It houses a storm water tank underground to collect rainwater from the factory roof. The site is designated as a new employment site.	
Strategic Road Access	The site is adjacent to the A644 (Halifax Road).	Good
Local Accessibility	The site can be accessed from the A644 (Halifax Road). However, the only access route is through the Crosslee deliveries access road, which is manned by security. There are a couple of bus stops within 400m with services to Hipperholme, Brighouse, Halifax and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km)	Average
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 500m south of Hipperholme, with access to its range of services and local labour supply. The site is 3km north-west of Brighouse town centre.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by woodland to the north and east, by recent residential development to the south and by the Crosslee factory to the west.	Average
Developmental and Environmental Constraints	A new access would need to be developed or an agreement reached with Crosslee to utilise their access road. There are a number of trees on the site boundary, some of which may be worthy of protection.	Poor
Market Attractiveness	This is a large, level site adjacent to existing industrial/commercial uses. However, the access would need to be agreed upon or a new access created and the storm water tank may limit the developable area, unless it can be relocated.	Average
Barriers to Delivery and Mitigation	The site is owned by Crosslee. It is understood that there are no expansion plans in the short to medium term. The site may need to be released before being developed. A new access road would need to be	

	developed or an agreement reached with Crosslee to use their access.
Planning Factors	The site is residual of site EM68 in the RUDP following development of southern part of site for housing. There are no recent planning applications.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Safeguard the site for future employment use. The site cannot come forwards until highway improvements are made to Hipperholme crossroads (A644 with the A643). The site would be appropriate for future B1c/B2 uses.

SITE SUMMARY:

This is a brownfield site behind the Crosslee domestic appliances factory and White Knight outlet. It houses a storm water tank underground to collect rainwater from the factory roof. It is a large, level site adjacent to existing industrial/commercial uses. However, the access would need to be agreed upon or a new access created and the storm water tank may limit the developable area, unless it can be relocated. The site should be safeguarded until highways improvements are made.

Land at Hargreaves Head [NLP10] [0034]



GROSS SITE AREA:
10.51 ha

ESTIMATED NET DEVELOPABLE AREA:
8.93 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The large Green Belt site is located to the east of Northowram. The site is predominantly level and is used for grazing/agricultural use. The site is also designated as a Mineral area of search.	
Strategic Road Access	The site is within 1km of the A644. Highways England suggests that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	The site requires improved on-site infrastructure, though there is an existing access point from the A644. Westercroft Lane is narrow and constrained, and unsuitable for HGVs or large volumes of traffic. The nearby roads are however generally clear. There are no bus stops within 400m. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in an isolated and peripheral location to the east of Northowram, with a small immediate labour market catchment.	Poor
Compatibility of Adjoining Uses	The site is isolated and only a small portion of the site boundary adjoins the existing employment site to the south east. Agricultural land surrounds the majority of the site though there are a small number of residential properties to the west and north.	Average / Poor
Developmental and Environmental Constraints	The site is designated as Green Belt and would need to be released. There is a large electricity pylon on adjacent land though this is unlikely to constrain development. There are two Grade II listed buildings adjacent to the site in the north (Hargreaves Head and Cottage and	Good / Average

	Attached Barn to North East of Hargreaves Head). The site accommodates a small number of large mature trees worth of protection. Council monitoring records for the site indicate that there may be contaminated land.	
Market Attractiveness	The location of the site is likely to generate more interest for residential use rather than employment. The peripheral location is likely to be unattractive to most employment uses especially those requiring good access to the motorway network.	Average / Poor
Barriers to Delivery and Mitigation	The site would need to be released from the Green Belt. On-site infrastructure is also required though this is not considered to be a barrier to development (assuming the existing access from the A644 can be used). Releasing from the Green Belt and investigating whether there is contaminated land are the only mitigation options.	
Planning Factors	<p>The site is designated as Green Belt. There are a number of recent planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for Change of Use of caravan from office to tack room and overnight security accommodation. Retention of portacabin for office and daytime customer facilities. Retention of isolation box. Retention of portacabin for storage and daytime workers facilities was Permit CC on 02/12/2011 • An application for Proposed construction of indoor riding arena adjacent to existing stable yard and formation of external ménage adjacent to existing access road was Permit CC on 18/11/2015 	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment.	

SITE SUMMARY:

The large site is located in a peripheral and unsustainable location. Market interest is most likely to be for residential development rather than employment use, as the site is in an unattractive location for employment uses. The site is predominantly level greenfield land, though it has some potential development constraints such as its Green Belt designation, possible contaminated land and proximity to listed buildings. Due to the unattractive and unsustainable location of the site it should not be allocated for employment use.

Hope Street Mill Hope Street [NLP11] [0055]



GROSS SITE AREA:
1.22 ha

ESTIMATED NET DEVELOPABLE AREA:
1.1 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is predominantly cleared and levelled brownfield land. The site is located in close proximity to Todmorden Town Centre. The site is designated as a Primary Employment Area, and a Regeneration Priority Area.</p> <p>Site is a suitable location for development with a realistic prospect that the site could be developed. Likely to be attractive to larger developers. Within Flood zone 3 – mitigation would be required should the site come forward.</p>	
Strategic Road Access	<p>Direct access onto the A646.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.</p>	Good
Local Accessibility	<p>The site is HGV accessible, and it has direct access to the A646, though this road is busy and often congested. The site is within walking distance to Todmorden bus and train stations.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km)</p>	Very good
Proximity to Urban Areas and Access to Labour and Services	The site is located in close proximity to Todmorden Town Centre, with a good access to local services and labour market.	Good
Compatibility of Adjoining Uses	The site has a natural buffer to the south of the canal. There are commercial properties opposite the site to the north, mostly retail uses. There are some residential properties to the east but also employment uses. There is a medical centre to the west of the site.	Good / Average
Developmental and Environmental Constraints	The site is mostly level and cleared but is in need of levelling in some parts of the site. The site is located in Flood Zone 3 and would likely require flood defences.	Poor

	Council monitoring records indicate that the site may need remediation from the brownfield land, and that there may be ecological constraints.	
Market Attractiveness	The site is in a prominent location in Todmorden with good frontage and visibility to the road. The site is currently being marketed for development and the adjacent properties are all occupied, though some are poor quality. The site is attractive and well located though may need flood defences before the site can be fully delivered.	Good
Barriers to Delivery and Mitigation	The site would require flood defences before it is likely to be fully delivered. Appropriate flood defence schemes would provide mitigation. The site may also have contaminated land.	
Planning Factors	The site is designated as a Primary Employment Area. There are a number of planning applications relevant to the site: <ul style="list-style-type: none">• An application for Construction of food store with ancillary car parking, associated servicing and landscaping (Amended plans) was refused on 02/09/2011• An application for Construction of Class A1 retail unit and flexible unit suitable for Class A1 (bulky goods)/Class B1/Class B8/Class D1 uses with car parking and servicing areas, access and associated works was Permitted on 19/10/2016 (15/01029/ful)	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	The designation as a Primary Employment Area should be retained. The site would be suitable for B1 uses though may require flood defences to be attractive for development.	
SITE SUMMARY:		
The site is a relatively square and level plot in good proximity to Todmorden Town Centre. The site has existing access infrastructure but there are some on site development constraints, such as flood risk and possible contaminated land. Mitigation of these constraints would incentivise development.		

Site of Former Ing Wood Mills Stainland Road [NLP12] [0059]



GROSS SITE AREA:
0.29 ha

ESTIMATED NET DEVELOPABLE AREA:
0.26 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is partly cleared with dumped hard core/earth, and is in need of levelling. Trees cover the South and West of the site which act as a buffer to the residential properties to the south. The site has a small plot but is uniform in shape. The site is designated as a Primary Employment Area, and is adjacent to a mix of uses including residential properties, a medical centre, petrol station, and industrial employment use to the north.	
Strategic Road Access	Within 2.5 km of the A629	Average
Local Accessibility	The site access road is shared by the adjacent medical centre. This access wouldn't be suitable for HGVs, though the size of the site is unlikely to attract uses that would require significant HGV movements. There are bus stops opposite the site with services to Halifax, Huddersfield, Greetland, Stainland. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is in Greetland on the outskirts of Elland. There are some local services in Greetland and the site has access to the local labour market catchment.	Average
Compatibility of Adjoining Uses	Existing industrial employment at ACE Energy steel yard to the north, and a Jet petrol station to the south west. Trees and road buffer the residential properties to the south but the site is adjacent to the Medical Centre.	Average
Developmental and Environmental Constraints	The site needs levelling, though this relates to dumped material rather than a natural gradient. There are signs of possible fly tipping and it may require some remediation. The site is uniform in shape but offers a small plot for development. The main constraint to the site is the adjacent Medical Centre and nearby residential properties. However, there are no known showstoppers to development.	Poor
Market Attractiveness	The plot is small and constrained by some of the nearby land uses, however it is easily accessible and there is little	Good / Average

	available land in the immediate area. The plot would be attractive for small employment use development that is compatible with the surrounding uses, though viability should be investigated in more detail due to the small plot size on offer. The site is however located in an area that generally receives greater interest for B-Class employment development than the rest of the Borough.	
Barriers to Delivery and Mitigation	There are no known barriers to delivery though the adjacent land uses may constrain or delay development. The only source of potential mitigation is to encourage B1 (a)/(b)/(c) development.	
Planning Factors	<p>The site is designated as a Primary Employment Area. There have been a number of planning applications relevant to the site or adjacent sites:</p> <ul style="list-style-type: none">• An application for Construction of retail unit with associated car parking and servicing area at ground level, proposed offices and car parking at lower ground level. (Amended site area to include access road) had an Appeal allowed on 09/10/2009. Not Implemented• An application for Variation of condition 9 (Hours of deliveries at weekends) on permission 08/01897/FUL was Permit CC on 04/02/2011	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be suitable for a small B1 development.	
SITE SUMMARY:		
The site offers a small plot for development, though it is constrained by some of its adjacent uses. The site is designated as a Primary Employment Area and located in a part of the Borough which generally receives strong demand for small industrial units. The site should be retained as a Primary Employment Area and a small B1 development should be encouraged.		

Land at Listers Road [NLP13] [0105]



GROSS SITE AREA:
0.30ha

ESTIMATED NET DEVELOPABLE AREA:
0.27ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is vacant brownfield land, currently designated as Green Belt. The site offers a small rectangular plot for development.	
Strategic Road Access	Adjacent to the A58.	Good
Local Accessibility	The site can be accessed from Listers Road. HGV movement is possible on Listers Road but beyond the site to the east it is unsuitable for HGVs due to the narrowing road. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Halifax.	Average
Compatibility of Adjoining Uses	The site is bound by the A58 to the north, Listers Road to the south/west. Storage distribution fronts Lister Road to south of the site, which are in good condition.	Good
Developmental and Environmental Constraints	The site would need clearance and removal of an on-site storage container. There is a retaining wall to the north adjacent to the A58.	Average
Market Attractiveness	The site offers a small plot for development and is on the outskirts of Halifax. However it is adjacent to existing employment uses and could accommodate a development of small units to serve the local market.	Average / Poor
Barriers to Delivery and Mitigation	The site would need to be released from the Green Belt.	
Planning Factors	The site is located in the Green Belt. There are historical planning applications from the adjacent occupier to expand on the site for commercial and vehicle and car parking.	

	<ul style="list-style-type: none"> • An application for Extension to commercial vehicle park and additional car parking was refused on 05/07/2006 • An application for Extension to existing commercial vehicle park was refused on 30/10/2006
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Allocate for employment. The site would be suitable for a small B1c or B2 development
SITE SUMMARY:	
This site is adjacent to employment uses and is accessible. It would be suitable for allocation as a small employment site.	

Calder Brook Burnley Road [NLP14] [0138]



GROSS SITE AREA:
1.35 ha

ESTIMATED NET DEVELOPABLE AREA:
1.22 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The long narrow site has physical constraints and no current access infrastructure except for a public footpath. The site is designated as Green Belt and also designated as a Special Landscape Area and as having Pipelines.	
Strategic Road Access	Within 1km of the A646.	Good
Local Accessibility	Currently poor access onto the site that would need to be improved. The road over the bridge is narrow and difficult for HGVs to turn right to enter the site. Hebden Bridge rail station is approximately 800m from the site and there are bus stops within 400m on the A646 with services to Burnley, Halifax, Hebden Bridge, Rochdale and Todmorden. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location between Hebden Bridge and Mytholmroyd. There is a very small immediate population catchment and no local services.	Poor
Compatibility of Adjoining Uses	There are derelict buildings of former employment uses to the north east. There is also an electricity substation to the north east. To the south of the site is an embankment with the railway line, and the River Calder to the north. The site is predominantly surrounded by woodland and there is a small residential terrace to the east by the entrance to the site.	Average / Poor
Developmental and Environmental Constraints	The site would need to be released from the Green Belt. Part of the site is designated Flood Zone 3, whilst the majority is designated as Flood Zone 2. There are a number of mature trees on the site which may constrain development if they are worthy of protection. The access infrastructure needs to be improved if the site is to come forwards. The site has a predominantly level topography.	Very Poor
Market Attractiveness	The site is poorly located and peripheral to labour market and services. The nature, size and shape limit the appeal of the site for employment use. The site is also unlikely to	Poor

	be viable for development for employment use due to its narrow developable area, and access constraints. The flood risk is also unattractive to most employment uses.	
Barriers to Delivery and Mitigation	Flood risk may be mitigated with flood defence scheme if feasible and proportionate to development of the site. Access improvements would mitigate the site though they are unlikely to significantly improve HGV accessibility. The site would need to be released from the Green Belt to facilitate development.	
Planning Factors	<p>The site is designated as Green Belt. There are a number of planning applications where part of the site is included within the red line boundary for proposals at the former Walkleys Clogs Mill</p> <ul style="list-style-type: none"> • An application for Retail sale and manufacturing of various comparison goods (Lawful Development Certificate for Existing Use) is Pending consideration • An application for Conversion, extension and part demolition of mill, together with construction of new buildings to form 47 apartments is Pending consideration • An application for Conversion of use of Walkleys Canalside Mill, including partial demolition and rebuild of a retail outlet to provide residential accommodation (32 units) and Ancillary works and formation of additional parking (Application to replace an extant planning is Pending consideration • An application for Change of use of Walkleys Canalside Mill to provide 51 apartments including the reinstatement of the fifth storey of the original mill together with demolition of eastern extension and its replacement with a four storey building at Canalside Mill, Mytholmroyd was Refused on 02/08/2007 • 	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate	
SITE SUMMARY:		
<p>The site faces several constraints to development, many of which are significant, such as the current accessibility constraints and flood risk. The peripheral location of the site and its low market attractiveness mean that it should not be allocated for employment use.</p>		

Site of Tip Shroggs Road [NLP15] [0166]



GROSS SITE AREA:
6.64ha

ESTIMATED NET DEVELOPABLE AREA:
5.98ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a vacant brownfield site which is currently designated as a New Employment site. The site is a former landfill.	
Strategic Road Access	The site is approximately 200m from A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the strategic road network.	Good
Local Accessibility	The site would need a new access road from Shroggs Road. There are currently public rights of way entering and crossing the site. There are bus stops adjacent to the site with services to Mixenden, Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Halifax and easily accessible from the A629, though it is relatively remote and isolated due to the surrounding land uses.	Good
Compatibility of Adjoining Uses	Bound by retaining wall (approx. 50m) to the south and residential above, B&Q retail to the east, Shroggs Road to the north and greenfield land to the west.	Good
Developmental and Environmental Constraints	The site was previously landfill and would require significant remediation works. There are numerous mature trees on the site and it is currently used as an informal open space / recreation area for dog walking. Several public rights of way cross the site. There are ecological concerns regarding the probable presence of	Very Poor

	bats.	
Market Attractiveness	The former use of the site as a landfill site and other development constraints are not attractive to potential occupiers. The site has been designated as a New Employment site since 2006 and has not come forward for development. There are also vacant units adjacent to the site to the east.	Very Poor
Barriers to Delivery and Mitigation	The site would require significant remediation works before development would be attractive to the market.	
Planning Factors	Designated as a New employment site.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	De-allocate designation as New Employment site. Designate as open space.	
SITE SUMMARY:		
This is a large, level brownfield site but has been allocated for employment use since 2006 and has not been developed. This is likely to be at least partly due to the history of land use on the site and other development constraints which are unattractive to developers and potential occupiers. The site should be released from the employment site portfolio.		

Salterhebble Waste Water Treatment Works Huddersfield Road [NLP16] [0170]



GROSS SITE AREA:
2.86ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is fully occupied by the sewage treatment works. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is adjacent to the A629.	Good
Local Accessibility	There is some car parking for employees on site. There is a bus stop adjacent to the site with services to Stainland, Ripponden, Elland, Halifax and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Salterhebble which is an area of Halifax.	Average
Compatibility of Adjoining Uses	The site is bound by the A629 (Huddersfield Road) to the east, Stainland Road to the south and Hebble Brook to the west/north.	Average
Developmental and Environmental Constraints	The site is occupied by Salterhebble Sewage Treatment Works and there are no opportunities to expand. Redevelopment of the site would likely require significant remediation works which is likely to be unviable for most employment uses.	Very Poor
Market Attractiveness	The site is fully occupied by the sewage treatment works and there are no opportunities to expand.	Average
Barriers to Delivery and Mitigation	The site is in existing use as a sewage treatment works.	
Planning Factors	No Planning History	

OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area
SITE SUMMARY:	
The site is fully occupied by the sewage treatment works. The site should retain its designation as a Primary Employment Area	

Elmwood Garage Shaw Hill [NLP17] [0187]



GROSS SITE AREA:
0.94ha

ESTIMATED NET DEVELOPABLE AREA:
0ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Primary Employment Area, Pipelines, Leeds-Bradford Airport Wind Turbines Consultation Zone</p> <p>The site is an existing and working bus depot operated by First Group, and is designated as a Primary Employment Area. The site is adjacent to Huddersfield Road/Shaw Hill Road, residential properties and Spring Hall sport facility.</p>	
Strategic Road Access	Within 1km of the A629 (Skircoat Road).	Good
Local Accessibility	<p>The site can be accessed off Shaw Hill. There are 6 bus stops (within approx.. 150m from the site) on Shaw Hill with services to Halifax, Sowerby Bridge, Soyland Town and Brighouse. Bus services from Skircoat Road also serve Elland, Dewsbury and Huddersfield.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is only 1km from Halifax Town Centre and therefore easily accessible to a wide labour market and range of services/amenities.	Very Good
Compatibility of Adjoining Uses	The site is bound by Huddersfield Road/Shaw Hill to the west, residential properties and the rail line to the east, Spring Hall sports facility to the south and residential flats to the north.	Poor
Developmental and Environmental Constraints	The site is currently occupied by a working bus depot therefore there is no opportunity to develop the site further. There are no opportunities to expand the site due to constraints by surrounding buildings and the rail line.	Poor
Market Attractiveness	This level site is in an accessible location, however, it is currently occupied.	Average
Barriers to Delivery and	The site is currently in existing use as a bus depot.	

Mitigation	
Planning Factors	<ul style="list-style-type: none"> The site is designated as a Primary Employment Area
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as a Primary Employment Area
SITE SUMMARY:	
<p>This site is currently occupied and in-use as a bus depot. There are no opportunities to expand the site, but it should be retained as a primary employment area.</p>	

MSI Brearley Works Brearley Lane [NLP18] [0216]



GROSS SITE AREA:
0.99 ha

ESTIMATED NET DEVELOPABLE AREA:
0.27 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is within the Green Belt but has existing employment use. The site is occupied by GEMCO sales and service; garage equipment supplies and trading. Approximately half of the site is greenfield. The site is hidden from the main road and has poor visibility, and is an average quality building. The site is located adjacent to residential properties.	
Strategic Road Access	Within 1km access to the A646. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.	Good
Local Accessibility	There is a poor and narrow access road from the A646. No bus stop or train station in close proximity. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location with poor access to labour market catchment and no local services.	Poor
Compatibility of Adjoining Uses	There are residential properties adjacent to the site in the middle of the site and additional residential properties to the north. The site is surrounded by greenfields/rural land to the east and west, and bound by the railway line to the south.	Average/ Poor
Developmental and Environmental Constraints	A small overhead line and pylon crosses the site near its entrance on the northern boundary. The site has a small gradient change from the south down to the north. The existing buildings would likely need to be refurbished to accommodate new employment uses. The site could be developed or expanded on the undeveloped land to the east and north. This would likely require release from the Green Belt. The access road to the site is poor though because it is narrow and adjoins residential properties, improvement works may be constrained and limited.	Poor

	Council Officers in Environmental Health reported that the water supply for adjoining uses crosses the site and need to be protected.	
Market Attractiveness	The site is in a peripheral location and has several development constraints. Viability for a mixed use development is more achievable than sole employment use.	Poor
Barriers to Delivery and Mitigation	The site would need to be released from the Green Belt. Accessibility from the A646 is also an issue and improvement of the road is challenging due to existing properties and gradient change.	
Planning Factors	Site is within the Green Belt and would need release under exceptional circumstances.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use and retain existing use.	

SITE SUMMARY:

The site offers a small plot for development or refurbishment, though it is constrained by a number of factors such as access and sensitive adjacent uses. The site is in a peripheral location with poor accessibility to the labour market and no local services. The site would need to be released from the Green Belt. The site should therefore not be allocated for employment use.

Alma Mill Alma Street [NLP19] [0246]



GROSS SITE AREA:
0.33 ha

ESTIMATED NET DEVELOPABLE AREA:
0.297 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently cleared brownfield land and is being used as temporary car parking for Grandma Pollards chip shop. The site is level and broadly rectangular in shape, though offering a relatively small plot for development. The site is designated as a Primary Employment Area and a Regeneration Priority Area.	
Strategic Road Access	Within 1km access to the A6033	Good
Local Accessibility	There is a narrow access road on Alma Street/Alma Road, with a narrow bridge from Alma Road to the A6033. Within 400m there is a bus stop and train station (serving Manchester and Leeds). Buses have services to Rochdale, Burnley and Halifax. There is no HGV access to the site. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).	Average
Proximity to Urban Areas and Access to Labour and Services	The site has a very small local population catchment but allowing for the proximity of the train station its wider catchment is much greater. There are some local services.	Average
Compatibility of Adjoining Uses	There are residential properties to the north and east of the site. To the south lies an old mill building and employment site. The site is buffered by the canal to the south west. The site is within a predominantly residential setting.	Average/ Poor
Developmental and Environmental Constraints	The site is level and rectangular, offering a small plot of brownfield land for development. There is no potential to expand the site because of its physical boundaries and surrounding land uses. The site has extant planning permission for residential development (reference 15/01670/FUL). Council Officers in Environmental Health reported that the land may be contaminated and that mains water infrastructure is needed.	Average / Poor

Market Attractiveness	The site is in a peripheral location and a predominantly residential setting which will lower market interest; however it has good access to public transport and attractive surroundings.	Poor
Barriers to Delivery and Mitigation	There are no known show-stoppers to development, though the potential contaminated land may need remediation. Mitigating this possible remediation work with public sector funding is unlikely to be realised due to the small developable area offered by the site.	
Planning Factors	The site is designated as a Primary Employment Area. There are a number of planning applications relevant to the site: <ul style="list-style-type: none">• An application for the demolition of existing buildings and construction of 21 houses (Outline) (amended layout) was approved on 07/01/2007 (lapsed)• An application for the construction of 20 residential houses (Outline) was permitted on 17/09/2009 (lapsed)• An application for residential development of 14 dwellings was permitted by CBC on 29/04/2016•	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Release for residential use	
SITE SUMMARY:		
The site has a lengthy planning history in recent years and extant permission remains for residential use on the site. It should be released from the employment land portfolio as a result. Additionally development for employment uses would be challenging because of its access constraints and sensitive adjoining uses.		

Car Park Between Well Lane / King Street [NLP20] [0264]



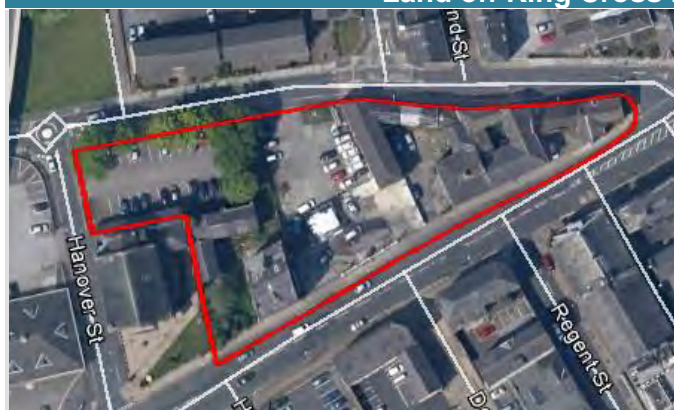
GROSS SITE AREA:
0.39ha

ESTIMATED NET DEVELOPABLE AREA:
0.39ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use as a carpark in Halifax town centre. The site is designated as Mixed Use and a Halifax residential priority regeneration area.	
Strategic Road Access	The site is approximately 0.8km from the junction of the A629 and A58.	Good
Local Accessibility	Accessibility to the site is good and in close proximity to the town centre, bus station and railway station. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m – 2km) and distance to a rail station as 3 (<800m).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax Town Centre with access to a large local labour market and services.	Very Good
Compatibility of Adjoining Uses	The site is bounded by Mulcture Hall Road to the east, Stome Dam Mills furniture store to the north, Wool Merchants hotel, bar and restaurant to the south and Honda car servicing to the west. Halifax Minster is located to the south.	Good
Developmental and Environmental Constraints	The site is in close proximity, but not adjacent to, the listed Halifax Minster to the south. The land owner's intentions for the site are unknown. Council Officers in Environmental Health reported that the site may have possible contaminated land and archaeological constraints. However the site offers a relatively level plot for development.	Good
Market Attractiveness	The site is located in the town centre in close proximity to the bus and railway stations, with excellent accessibility to the local labour market and services. The site offers a small but relatively level plot for development.	Good
Barriers to Delivery and Mitigation	The site is currently in use as a car park and the land owner's intentions are unknown. Development would need to be sensitive to the Halifax Minster to the south.	
Planning Factors	The site is designated as a Mixed Use area and Halifax residential priority	

	regeneration area. There is no planning history for the site.
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	The site should retain its mixed use designation.
SITE SUMMARY:	
This site is currently in use as a car park. However, it would be an attractive location for mixed use development based on its location and adjoining uses. Development would need to be sensitive to the listed Halifax Minster to the south. The site should retain its mixed use designation.	

Land off King Cross Road [NLP21] [0289]



GROSS SITE AREA:
0.46ha



ESTIMATED NET DEVELOPABLE AREA:
0.07ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is designated as a Town Centre site, and is occupied by a Car park, offices, car wash and Joseph Khan Solicitors. There was one small vacant unit which appeared semi-derelict. The site was awarded planning permission (now lapsed) for a mixed use development including 10 town houses in 2009.	
Strategic Road Access	The site is within 1km from both the A629 and the A58.	Good
Local Accessibility	The site is adjacent to the A58 with onsite car parking. There is a bus stop adjacent to the site on Hopwood Lane with services to Exley and Halifax. An additional bus stop adjacent to the site on King Cross Road has services to Siddal and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m-2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax Town Centre with good access to the local labour market and services.	Very Good
Compatibility of Adjoining Uses	The site is bound by King Cross Road and retail to the south, Hopwood Lane to the north/east and residential/B1 uses and Halifax Playhouse to the west.	Average
Developmental and Environmental Constraints	The site is predominantly occupied and fully developed with one vacant and semi-derelict building. Council Officers in Environmental Health reported that the site may have contaminated land.	Average
Market Attractiveness	The site is adjacent to shops and offices with several vacant properties and To Let signs.	Average
Barriers to Delivery and Mitigation	The majority of the site is occupied and fully developed. The derelict buildings are in need of refurbishment however landowner interests are unknown.	
Planning Factors	The site is designated as Town Centre land use in the UDP. There are a number of planning application relevant to the site: <ul style="list-style-type: none"> An application for Change of use from retail shop (A1) to private hire taxi booking office (Sui Generis) (Amended red line for parking area) was Permit CC on 13/03/2014 An application for Change of use to Hot Food Takeaway (A5) & Commercial to Ground Floor, 6 Residential apartments to 	

	<p>floors above was refused on 22/03/2016</p> <ul style="list-style-type: none"> • Application for retention of the ground floor units 22 and 24 to an A1 newsagents and A1 electrical repairs shop and conversion of the 1st floor and second floor into 6 residential apartments was permitted 7/7/2016 • An application for Refurbishment, alteration and change of use of 2 - 4 King Cross Street for Cafe/Restaurant use. Refurbishment, alteration, extension and change of use of 6 - 8 King Cross Street to accommodate Financial or Professional Services (A2), Cafe (A3), Office was Permit CC on 20/04/2010 • • Application for conversion of first floor to provide 7 apartments, change of use of (part) basement for manufacture of furniture ancillary to ground floor retail unit, and extension to side to form 5 apartments was permitted on 11/06/2007 • An application for the repair, alteration and extension of 6-8 King Cross Street to facilitate continued use as a business centre, and to incorporate a cafe at ground floor level with offices above (retaining original stable wall to the rear of 5 - 13 Hopwood Lane). Granted listed building consent on 20/04/2010 • An application for Change of use of hardstanding area to car parking for taxi office was refused on 22/11/2010 • An application for Demolition of 22-24 King Cross Street, Crown Works building, The Coach House building (18 King Cross Street), Taxi office (20 King Cross Street) and partial demolition of 5-13 Hopwood Lane (Conservation area consent) was Granted Conservation Area Consent on 20/04/2010 • An application for Emergency structural repairs - rebuilding of a wall, partial re-roofing, new rainwater goods. (Listed Building Consent) was granted listed building consent on 15/08/2007 • An application for Use of former cottages for retail (A1) and cafe- bar (A3) with first floor residential flat, re-roofing of building and replacement doors and windows was refused on 22/04/2008 • An application for Emergency Structural Repairs including partial re-roofing of No. 6 & repairs to Cornice Gutter, new double glazed sash windows, new fire alarm. Demolish lean-to shed in courtyard. (Listed Building Consent) was granted listed building consent on 06/05/2008 • An application for Use of former cottages for Beauty Salon, Retail (A1), Cafe Bar (A3) with first floor residential flat. Reroofing of building and replacement doors and windows was refused on 29/01/2009
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Allocate for mixed use development including an element of employment use.
SITE SUMMARY:	
<p>This site is in a central and accessible location and has significant road frontage. The majority of the site is occupied apart from one vacant unit. The vacant area is below the threshold for allocation. Site could be formally allocated for mixed use, with an element of B1a/b/c employment use.</p>	

Halifax Road Lightcliffe [NLP22] [0331]



GROSS SITE AREA:
1.97 ha

ESTIMATED NET DEVELOPABLE AREA:
1.67 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site within the Greenbelt. The site is also designated as having Pipelines on the site.	
Strategic Road Access	The site is adjacent to the A644 (Halifax Road). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on mainline.	Good
Local Accessibility	There are a couple of bus stops within 400m of the site with services to Hipperholme, Halifax and Huddersfield. An access from the A644 would need to be created. There is currently no parking onsite. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 1km south of Hipperholme, with access to its range of services and local labour supply. The site is 2.5km north-west of Brighouse town centre.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by residential development to the north, the A644 to the east, Brighouse Juniors Football Club to the south, a working quarry to the south west (Rand & Asquith Stone Merchants & Quarry Operators) and by vacant greenfield land to the west.	Average
Developmental and Environmental Constraints	Overhead power lines intersect the site from east to west and reduce the net developable area by approximately 25%. A previous assessment undertaken for CBC identified that there is possible contamination of the site due to the proximity of a quarry, there is a high pressure pipeline crossing the site and there is a bat alert.	Poor
Market Attractiveness	This is a level and accessible site. However, the net developable area is reduced due to constraints, it is not suitable for residential development and the adjoining	Poor

	sensitive uses limit the potential for development for employment uses.	
Barriers to Delivery and Mitigation	An access from the A644 would need to be created. It is a Greenbelt site; therefore, the allocation of the site would be dependent on the outcome of the green belt review and or exceptional circumstances.	
Planning Factors	<ul style="list-style-type: none">The site is designated as Green Belt and would need to be released.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use	
SITE SUMMARY:		
This is a level and accessible site. However, it is within the Greenbelt and the net developable area is reduced due to constraints. The site is adjacent to sensitive uses which limit the potential for development for employment uses. The recommendation is to keep the site allocated as Green Belt land.		

Brow Mills Industrial Estate Brighthouse Road [NLP23] [0332]



GROSS SITE AREA:
0.53 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a brownfield site on an established industrial estate (Brow Mills). It is currently in use as storage for Event Plus (Event Infrastructure and Branding). The site is designated as a primary employment area.	
Strategic Road Access	The site is adjacent to the A644 (Halifax Road).	Good
Local Accessibility	<p>The site can be accessed from Brighthouse Road (off the A644). There is some informal parking onsite and a couple of bus stops within 400m with services to Hipperholme, Brighthouse, Halifax and Huddersfield.</p> <p>The CMBNC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Average
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 500m south of Hipperholme, with access to its range of services and local labour supply. The site is 3km north-west of Brighthouse town centre.	Average / Poor
Compatibility of Adjoining Uses	The site is on an established industrial estate with occupied units adjacent (Water Jet UK and Emergent Crown Office Furnishings). The site is bound by B2/B8 uses to the north, east and west and by residential to the south. Residential uses are classed as sensitive, and restricts the uses of development that may be built adjacent.	Average
Developmental and Environmental Constraints	This is a level, relatively unconstrained site, though it is in existing use as storage for Event Plus.	Very Good
Market Attractiveness	As the site is on an established industrial estate and is accessible, it is likely to be attractive. The surrounding units appeared to be occupied and in reasonable	Good

	condition.	
Barriers to Delivery and Mitigation	The site was fully occupied and used for storage. Future use of the site could be intensified with B1c or B2 land uses.	
Planning Factors	The site is designated as a primary employment area. There are a number of recent planning applications relevant to the site: <ul style="list-style-type: none">• An application for Construction of nine factory/warehouse units was refused on 15/08/2006• An application for Construction of factory/warehouse units (Amended Plan) was Permitted CC on 22/03/2007	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area	
SITE SUMMARY:		

This is a brownfield site on an established industrial estate (Brow Mills). It is currently in use as storage for Event Plus (Event Infrastructure and Branding). The site was fully occupied and has no potential to expand; the site could be intensified in the future with B1c or B2 land uses. The site should be retained for future employment use.

Lightcliffe Works Halifax Road [NLP24] [0334]



GROSS SITE AREA:
3.52ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is brownfield site currently occupied by Deco-Pak Hard Landscaping Specialist. It is adjacent to the urban area and is designated as a Primary Employment Area.	
Strategic Road Access	<p>The site is adjacent to the A644 (Halifax Road).</p> <p>Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).</p> <p>In terms of the impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.</p>	Good
Local Accessibility	<p>The site can be accessed from the A644 (Halifax Road). There is some parking onsite and a couple of bus stops within 400m with services to Hipperholme, Brighouse, Halifax and Huddersfield. The site has significant frontage onto the A644 and so is highly visible.</p> <p>the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 1km south of Hipperholme, with access to its range of services and local labour supply. The site is 2.5km north-west of Brighouse town centre.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by B2 uses to the north (Crosslee Factory), by residential to the east, by a farm to the south and by the A644 to the west (with residential development beyond).	Average
Developmental and	There is a public Right of Way (footpath) running along	Poor

Environmental Constraints	the northern boundary of the site. There is also a Grade II Listed Buildings (Yew Trees) approximately 150m north-east of the site, and at Harley Head Farm to the south. There could also be potential contamination from the site's previous uses. The site is currently fully developed and occupied, though it is relatively large and level.	
Market Attractiveness	This is a large, level and fairly accessible site. However, it faces development constraints such as a nearby listed building.	Average
Barriers to Delivery and Mitigation	The site was fully occupied. There are no opportunities for expansion though the site could be used more intensively with B1c or B2 land uses.	
Planning Factors	<p>The site is designated as a Primary Employment Area. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> An application on adjacent land to the south for Environment Act 1995 section 96 and schedule 14 review of old mining permission for the extraction of Sandstone and Clay at Pond Quarry was Approve Conditions on 09/12/2013 	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site should have continued B-Class employment use.	
SITE SUMMARY:		
<p>This is brownfield site currently occupied by Deco-Pak Hard Landscaping Specialist. It is adjacent to the urban area and is designated in the RUDP as a Primary Employment Area. The site was fully occupied with no opportunities for expansion. The site could be used more intensively with B1c or B2 land uses which typically have a higher employment density than the current use.</p>		

Ainleys Industrial Estate Ainley Bottom [NLP25] [0355]



GROSS SITE AREA:
0.38ha

ESTIMATED NET DEVELOPABLE AREA:
0.34ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped site adjacent to Ainleys Industrial Estate. The adjacent units are modern and in good condition. The site is currently designated as Green Belt.	
Strategic Road Access	Approx. 1.6km from the A629	Average
Local Accessibility	There are bus stops on Huddersfield Road (approx. 300m from the site) with services to Elland, Halifax and Huddersfield. There is currently no access to the site. It would need to be provided from Ainley Bottom to the west or use the access road of the adjacent industrial unit to the north of the site. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Elland within close proximity of residential areas and services.	Good
Compatibility of Adjoining Uses	The site is bound by the well-established Ainleys Industrial Estate to the north and greenfield land to the east, south and west.	Very Good
Developmental and Environmental Constraints	The site slopes from the south, with a total incline of approx. 3m. The site offers a small area for development but it could accommodate a small scale development. A public footpath runs along the western boundary of the site.	Average / Poor
Market Attractiveness	Access to the site needs to be provided from Ainley Bottom to the west or use the access road of the adjacent industrial unit to the north of the site. The site is likely to be most attractive to existing occupiers of the adjacent units. The site is in a good location however and is adjacent to a well-established industrial estate.	Good
Barriers to Delivery and Mitigation	Access to the site is the only barrier to development other than release from the Green Belt. If the adjoining sites (NLP113 and NLP58) are	

	delivered this would greatly improve the viability and attractiveness of extending the access road to join up with the site.
Planning Factors	<p>The site is designated as Green Belt and needs to be released. An application for 4 industrial units (B2 and B8 use) with associated car parking was permitted by CBC on 10/04/2008 on adjacent land</p> <p>Site is within boundary of larger site where application for redevelopment of the existing A-Safe Unit to include additional office, warehouse and manufacturing accommodating. The development will include new parking, landscaping and service yards in addition to storage silos and sprinkler tanks. Validated in June 2017 and pending consideration.</p>
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Allocate for employment use. B1c, B2 or B8 uses would be most appropriate for the site.
SITE SUMMARY:	
<p>This undeveloped site is on the edge of the well-established Ainleys Industrial Estate, within close proximity to Elland with good access to services, amenities and a labour supply. The site would only be suitable for employment uses. However, the small size of the site means that providing an access road would only be feasible if delivered as part of a wider extension to the industrial estate with the adjoining sites NLP113 and NLP58. The site would be suitable for natural extension of Ainley's Industrial Estate should sites NLP113 and NLP58 come forward. The site should be allocated for employment use, with B1c, B2 and B8 the most appropriate uses.</p>	

Land off Gas Works Road [NLP26] [0402]



GROSS SITE AREA:
0.64 ha

ESTIMATED NET DEVELOPABLE AREA:
0.6 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Disused vacant site, relatively level, adjacent to Sowerby Bridge Town Centre. Adjacent to a new housing development to the west of the site. The site is, however, situated within flood zone 3 and contains a gas valve compound. Currently designated as Primary Employment Area.	
Strategic Road Access	Within 1km of the A58	Good
Local Accessibility	Narrow access road onto the site from the North west, which leaves the A58 from a steep gradient and a tight corner junction with the traffic light. This is unsuitable for HGV traffic. Bus stops are within 400m with services to Soyland Town, Ripponden, Rochdale and Halifax. The site is also adjacent to the 66 bridleway/cycle route. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Sowerby Bridge with good access to the local labour market and local services	Good
Compatibility of Adjoining Uses	There are employment uses (garage/light industrial workshops) to the east of the site and new build housing to the west. The site is bound by the River Calder to the south and canal to the north.	Average / Poor
Developmental and Environmental Constraints	The site is significantly constrained by its access road and the on-site gas works. The site would therefore require significant remediation works which may be unviable given the small size of the site. The site has physical boundaries which prevent expansion, though the red line boundary can be extended to the natural rectangular plot the site falls within. The site is also in Flood Zone 3.	Very Poor
Market Attractiveness	The site is in a good central location to Sowerby Bridge town centre and within a regeneration area. However the site is inappropriate for employment use due to the new	Very Poor

	build residential properties in close proximity and the high risk of flooding. Access to the site is also significantly constrained from the main road. The site would also require remediation of the former gas works. There is a low likelihood of the site being developed for employment use.	
Barriers to Delivery and Mitigation	Access to the site is a barrier to development, as are the gas works remediation and flood risk. Development of the site is only likely to come forwards with improved flood defences, and access and sensitive adjacent uses limit the development options. A scheme with non-employment or residential uses at ground level (such as car parking) is the only likely development option.	
Planning Factors	The site is designated as a Primary Employment Area and Regeneration Action Area. No planning application history.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Release from designation as Primary Employment Area. Recommended for mixed use development potentially with an element of B1.	
SITE SUMMARY:		
Significant constraints likely to make the site less viable for employment uses in isolation. Employment uses may be limited due to proximity to residential properties. The site is unsuitable for employment use in isolation due to the accessibility constraints, remediation required and high flood risk. Potentially more suitable for mixed use with a more modest element of B1.		

Land off Warley Road/Parkinson Lane [NLP27] [0403]



GROSS SITE AREA:
0.26 ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Disused Mill building in the urban area in a mainly residential area. Large, old and poor quality light industrial units. Site appears vacant, previous occupier Weldmade International Engineering Ltd (sheet metal workers). The surrounding area is predominantly residential and has low appeal for employment use. The site is designated as a Primary Employment Area.	
Strategic Road Access	Within 1 km access to the A58	Good
Local Accessibility	There is good accessibility onto Warley Road. Bus stops outside the site have frequent services to Halifax. Limited car parking and HGV access would be challenging. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax and has excellent accessibility to the local labour market and services.	Very Good
Compatibility of Adjoining Uses	Adjacent to residential properties to the south, west and north. Light industrial/employment uses to the east.	Average / Poor
Developmental and Environmental Constraints	The site is fully developed and in need of modernisation or refurbishment. The site has no potential for expansion as it is physically bound by adjacent properties. The previous industrial use may require remediation works.	Average / Poor
Market Attractiveness	Vacant unused site with a poor quality building. The site would need significant conversion works or demolition and new build to meet modern standards. Redevelopment of the site for employment use may be unviable due to the poor market demand in this area.	Poor/Very Poor
Barriers to Delivery and Mitigation	Possible remediation issues may delay or be a barrier to development, but no other known barriers to delivery except poor market attractiveness.	
Planning Factors	The site is designated as a Primary Employment Area. There is no planning application history.	
OVERALL SITE RATING	Poor	

Recommendation and Potential Future Uses	Remove the site’s current Primary Employment Area designation. The site is in a predominantly residential area and redevelopment solely for employment use may be unviable due to the relatively low market demand. Mixed use development involving a proportion of B1 employment use may be more appropriate and attractive to developers.
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SITE SUMMARY:
The site is located in an area of poor market attractiveness and the building is of poor quality, vacant and in need of refurbishment. The site fronts residential properties. Recommend that the site’s Primary Employment Area protection be removed and alternative mixed use development is pursued.

Mill Building Dunkirk Lane [NLP28] [0405]



GROSS SITE AREA:
0.46 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site consists of a large mill building undergoing refurbishment, which is approximately 50% occupied. Whilst a significant proportion of the space is vacant or under-utilised, it has recently changed owners and the new owner is refurbishing the premises. The entire site is being refurbished to accommodate B-class employment use. The site is designated as a Primary Employment Area.	
Strategic Road Access	Within 1 km of the A58	Good
Local Accessibility	Local roads are uncongested and traffic free. Buses on the main road have frequent services within Halifax. There is however limited car parking. the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is within the Halifax labour market catchment and there are some local services.	Very Good
Compatibility of Adjoining Uses	The site is within a predominantly residential area. However there are other employment uses in proximity to the site, including car mechanics / light industrial / engineering uses to the north. To the south there are residential properties and a mechanics workshop.	Average
Developmental and Environmental Constraints	The site boundary offers no expansion options. Parts of the building are in poor quality though refurbishment works are on-going.	Average
Market Attractiveness	The site is in the process of being refurbished and approximately 50% of it is let. Whilst there are other similar under-utilised industrial heritage buildings in the nearby area this is one of the few to be in the process of refurbishment. This area of Halifax generally serves the lower end of the market.	Average / Poor
Barriers to Delivery and Mitigation	The new site owner is refurbishing the building to let for employment use and there are no barriers to delivery.	

Planning Factors	The site is designated as a Primary Employment Area.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1 a/b/c employment uses are preferred due to the proximity to residential properties.

SITE SUMMARY:

The site is undergoing refurbishment and the owner intends to market the whole site for employment use. The site is currently designated as a Primary Employment Area and should be retained for future B1 use.

Land off Mile Cross Road [NLP29] [0406]



GROSS SITE AREA:
0.32 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a large and average quality vacant industrial / warehousing unit. The large building with HGV access and some parking on adjacent roads. Site is currently advertised for sale/to let. The kerb appeal of the surrounding area is slightly shabby with vacant buildings to the south and west. The site is designated as a Primary Employment Area.	
Strategic Road Access	Within 1 km of the A58	Good
Local Accessibility	The site is easily accessible, though some of the roads are through residential areas. There is HGV access to the site and some car parking on adjacent roads. There is a bus stop immediately adjacent to the site on the Hopwood Lane. This has services to Norton Tower and Halifax Town Centre. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Halifax with good access to the local labour market and some local services in the nearby area.	Very Good
Compatibility of Adjoining Uses	The site is in an area characterised by mill buildings surrounded by residential properties. There are residential properties adjacent to the site to the west, east and south. There are also vacant business units in the immediate area to the north, including old mill buildings in need of refurbishment.	Average / Poor
Developmental and Environmental Constraints	The site has no potential for expansion and is fully developed. The building is of average quality and appears to be well maintained. Land ownership may be an issue as the site is advertised for sale/to let, and the owners' intentions are unknown. However this is not expected to be an issue.	Good

Market Attractiveness	The site is in a secondary location and there are several vacant mill buildings nearby, though this site is generally of a better quality than the other buildings.	Average / Poor
Barriers to Delivery and Mitigation	The site is currently advertised for sale/to let and the owners' intentions for the site are unknown. However, due to the industrial nature of the building this is not expected to be a barrier to delivery.	
Planning Factors	The site is designated as a Primary Employment Area	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain for employment. B1 employment use would be most compatible with the surrounding residential area.	
SITE SUMMARY:		
<p>The site is fully developed and consists of an industrial premise of average quality that appears well maintained. The site has good accessibility and a large immediate labour market catchment, though is located in a secondary market area where vacancies are generally high. The site is however of better quality than most of the other nearby employment sites and should be retained. B1 employment uses such as office space or light industrial would be most appropriate given its location in a predominantly residential area.</p>		

Land off Bob Lane/Hubert Street [NLP30] [0409]



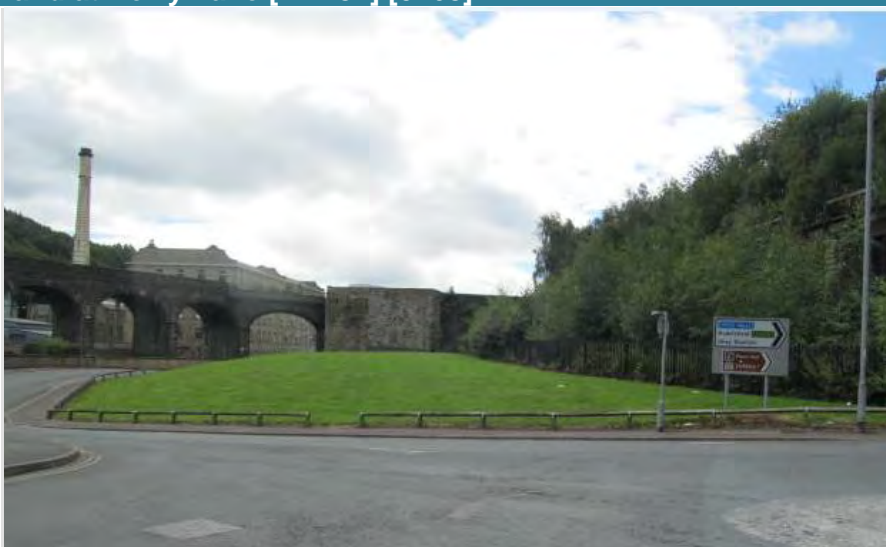
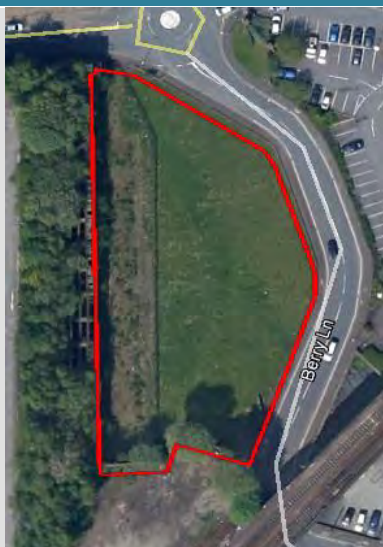
GROSS SITE AREA:
0.71 ha

ESTIMATED NET DEVELOPABLE AREA:
0.64 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Primary Employment Area, Leeds-Bradford Airport Wind Turbine Consultation Zone.</p> <p>The brownfield land is mostly vacant and cleared, offering a level site for development. It is fenced and largely long and narrow, but broadly rectangular in shape. The site is currently used for car parking and storage of building materials. The site is designated as a Primary Employment Area and is in an established commercial area, largely vacant at present but gained permission in 2011 for B2 development.</p>	
Strategic Road Access	Within 2.5km of the A646	Average
Local Accessibility	<p>Site has access off Gibbet street, needs tarmacking (currently concrete) but suitable for HGVs. Some car parking on site and adjacent roads and numerous bus stops nearby with services to Exley, Halifax and Norton Tower.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the west edge of Halifax with good access to the local labour market and services.	Very Good
Compatibility of Adjoining Uses	Adjoining uses are a mix of residential and employment land uses. There are residential properties to the south and east. Vacant employment sites to the west, occupied employment site (Niko) to the south west. There is a playing field to the north and part of the site boundary adjoins a care home though this is buffered by trees and foliage.	Good / Average
Developmental and Environmental Constraints	The site is ready to be developed and there are no signs of obvious development constraints. The site offers a	Good

	small but level plot for development. Development would need to be compatible with the adjoining sensitive uses.	
Market Attractiveness	The area has a mix of vacant and non-vacant buildings for employment uses and is in an out of town centre location. The site is adjacent to active employment sites.	Good / Average
Barriers to Delivery and Mitigation	There are no known barriers to development.	
Planning Factors	The site is designated as a primary employment area. The site has an application for B2 use: <ul style="list-style-type: none">• An application for the Renewal of 07/01572 /FUL for construction of B2 employment buildings with access and parking was Permitted by CC on 09/08/2011.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be appropriate for B1/B2 employment uses.	
SITE SUMMARY:		
The site is located adjacent to existing employment uses and is ready to be developed. The site has a history of planning applications for B-Class employment use. Development of the site should be compatible with the adjoining sensitive uses, for example B1c.		

Land at Berry Lane [NLP31] [0468]



GROSS SITE AREA:
0.29 ha

ESTIMATED NET DEVELOPABLE AREA:
0.22 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is currently vacant low-value open space. This site has the potential as a small employment site. It is in council ownership and is not public open space. It is also within the residential priority regeneration area and designated as Town Centre land use.	
Strategic Road Access	The site is approximately 0.9km from both Skircoat Road (A629) and Godley Road (A58).	Good
Local Accessibility	The site can be accessed off Berry Lane. There is no car parking on site but there is a public car park within 100m. The site is just over 400m from Halifax bus station. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 3 (<800m).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax Town Centre with good access to the local labour market and services.	Very Good
Compatibility of Adjoining Uses	The railway line adjoins the site to the south east, commercial uses to the east (Matalan store to the north east and a self-storage site beyond the railway line). To the north there is the listed Halifax Minster, though it is buffered by the railway wall and vegetation. To the west is a large car park.	Good / Average
Developmental and Environmental Constraints	Listed church (Halifax Minster) to the north west of the site though it is buffered and not directly adjacent. The railway retaining wall adjacent to the site is also listed which significantly constrains the net developable area of the site. The site is small with no room for expansion, though it is level. The site may be required for proposed railway straightening works.	Poor
Market Attractiveness	Town centre location, whilst the site offers an accessible and level area for development. There are existing commercial land uses nearby.	Good
Barriers to Delivery and Mitigation	Delivery of the site is prevented by the proximity to listed buildings and the proposed use of the site to straighten the existing railway.	

Planning Factors	No recent planning applications. There are listed buildings in close proximity to the site which are a constraint to development.
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Do not allocate for employment. The site is significantly constrained by its proximity to listed buildings, and the land is proposed to accommodate straightening of the nearby railway.
SITE SUMMARY:	
This is a vacant, accessible and visible site, though it is constrained by the nearby listed buildings. The listed buildings reduce the net developable area to the degree that it is unattractive to develop. The site is also required to straighten the nearby railway. Therefore the site should not be allocated for employment.	

Land off Lilly Lane [NLP32] [0472]



GROSS SITE AREA:
0.78ha

ESTIMATED NET DEVELOPABLE AREA:
0.70ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is greenfield, located adjacent to commercial/industrial uses. It is a flat site with a narrow access to the A629. It is within the Primary Employment Area.	
Strategic Road Access	The site is within 1km from the A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	There is a narrow access road from Waterside. There is a pedestrian crossing (tunnel) under the rail line from Waterside. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in a central location in close proximity to Halifax Town Centre. There is good access to its services and labour market.	Very Good
Compatibility of Adjoining Uses	Bound by Nestle Offices to the north/east, Hargeaves foundry to the south and rail line to the west.	Very Good
Developmental and Environmental Constraints	The site offers a small but mostly rectangular area for development. The site has a slight gradient but is in general level. Access to the site is poor.	Average / Poor
Market Attractiveness	The site is small and has difficult access, though it is in a central location in Halifax with good access to the local labour market.	Average / Poor
Barriers to Delivery and Mitigation	The only barrier to delivery is the lack of an access road which would need to be created.	
Planning Factors	The site is designated as a Primary Employment Area.	

OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as a Primary Employment Area. The site is suitable for future B class employment uses. B1c/B2/B8 would be most compatible with the adjacent uses.
SITE SUMMARY:	
This is a small level site adjoining employment uses. It would be suitable for development however, the access would need to be improved. The site should retain its designation as a Primary Employment Area.	

Land at Stainland Road [NLP33] [0481]



GROSS SITE AREA:
5.69 ha

ESTIMATED NET DEVELOPABLE AREA:
2.151 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant part greenfield/part brownfield land. The northern half of the site is allocated as a New Employment site, whilst the southern half of the site is designated as Green Belt.	
Strategic Road Access	The site approximately 150m from the A629.	Good
Local Accessibility	<p>The site can be accessed via good unconstrained roads, albeit there is a low bridge to the south of the site on Stainland Road under the rail line. There is no parking onsite. There are a couple of bus stops within 400m of the site with services to Halifax and Elland. There is also significant frontage onto Stainland Road.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in West Vale, which is on the northern periphery of Elland, and within easy access of a range of services and a local supply of labour.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by the Calder and Hebble Navigation and the A629 to the north and east, by the rail line to the south and by Stainland Road to the west.	Average
Developmental and Environmental Constraints	<p>There are a couple of pylons on the southern portion of the site and overhead lines intersecting the site. The site is also significantly overgrown so clearance would be needed.</p> <p>The entire southern portion of the site is within Flood Zone 3 and therefore at a greater risk of flooding, albeit there are flood defences in place. The southern half of the site is also designated as Washland meaning that it provides essential storage for flood water in areas of high flood risk. The site is</p>	Poor

	mostly level and would likely be viable for development for employment use.	
Market Attractiveness	The site is in an accessible location with significant road frontage. The northern half of the site has planning permission for B2/B8 industrial development which demonstrates demand in this area. The site is also opposite the established North Dean Business Park.	Good
Barriers to Delivery and Mitigation	There is a planning permission on the northern portion and significant flooding constraints on the southern portion of the site.	
Planning Factors	The northern portion of the site is designated as a New Employment site and has planning permission for B2/B8 industrial development but has not been developed. The southern portion of the site is designated as Green Belt. <ul style="list-style-type: none">An application for a Proposed industrial development (B2/B8 use classes) (Outline) (Application to replace an extant planning permission in order to extend time limit for implementation of 09/01757) was Permitted (Outline) on 24/07/2013.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain new employment site allocation. Do not allocate the southern half of the site. The site would be appropriate for future B1c, B2 and B8 employment uses.	
SITE SUMMARY:		
The northern portion of the site has a current planning permission for B2/B8 industrial development and the site is in a location where there is good market demand. The southern portion of the site is within Flood Zone 3 and designated as 'Washland' therefore at a greater risk of flooding and constrained by pylons and overhead lines. However, there are flood risk measures in place and less vulnerable uses would be permitted. The northern half of the site is currently allocated as a new employment site and this allocation should be retained. The southern half of the site should not be allocated for employment use.		

Land and Buildings opposite Co-Op B&M Dewsbury Road [NLP34] [0509]



GROSS SITE AREA:
0.37 ha

ESTIMATED NET DEVELOPABLE AREA:
0.27 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	North-west portion of site occupied by Jeep Repair Specialists and a hand car wash. The rest of the site appears to be vacant brownfield land. The site is designated as Mixed Use in development plan. Parts of the site are in commercial use though much appears vacant.	
Strategic Road Access	Approximately 800m from the A629	Good
Local Accessibility	The site is in Elland Town Centre. Access to the site from Huddersfield Road and Dewsbury Road (B6114); Bus stop on Southgate and Elland Riorges Link (both within 100m) with services to Elland, Brighouse, Huddersfield and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in Elland Town Centre and walking distance to residential areas so good access to the labour market, amenities and services.	Good
Compatibility of Adjoining Uses	There are residential properties to the north (Silk Mill apartments); B1, B2, B8 uses to the east; A1 and A2 uses to the south and west. BM Bargains opened in April 2016 opposite the site (to the north).	Average
Developmental and Environmental Constraints	Demolition of the semi-derelict unit required, and whilst the site is fairly level some site clearance is required. The Old Town Hall (60m to the north west of the site) is Grade II Listed (ref:1248018). Land ownership is unknown and there may be multiple owners. Council Officers in Environmental Health reported that there may be contaminated land.	Poor
Market Attractiveness	The occupied units are in poor condition and the vacant units are semi-derelict. The site is however in close proximity to Elland Town Centre.	Average / Poor

Barriers to Delivery and Mitigation	Site clearance and some demolition works are needed, and the site is expected to have multiple landowners which may delay development. Approximately 0.7ha of the site fronting the B6114 is in existing use and occupied by a hand carwash.
Planning Factors	<p>The site is designated as mixed use. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • Site included in boundary of application for the Construction of retail store with associated car parking, service yard, landscaping and highway works (Outline) was Refused on 22/11/2007. • An application for a Change of use to car wash and valeting was Permitted CC on 09/04/2009. • Site included in boundary of application for the Demolition of existing buildings and construction of food store (Use Class A1) with car parking, access, landscaping and other associated works was Refused on 27/04/2012.
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Retain Mixed Use designation. The site provides an opportunity for mixed-use development with a component of employment use.
SITE SUMMARY:	
The site is in a good location in the centre of Elland, however the units are in poor condition and mostly vacant. There is potential for mixed-use development on this site and it should retain its mixed use designation.	

Land at North End South Lane [NLP35] [0510]



GROSS SITE AREA:
0.82 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is a designated Primary Employment Area in Elland. Most units are currently occupied (A1, B1, B2 and B8 uses – pound stretcher, car repairs, Yorkshire Air Ambulance, Heritage Exchange Business Centre). The units are in good condition, character buildings, though some windows are boarded. There are two vacant units; the south-eastern unit is in the poorest condition.	
Strategic Road Access	Approximately 950m to the A629	Good
Local Accessibility	The site is located in Elland Town Centre. The grid-like street pattern has some fairly sharp turns which may limit HGV movement. James Street (western boundary of the site) is narrow, as is Alma Street (single track lane). Level site to the south east of the site (behind Aldi) is currently used for car parking. There is also parking off James Street. A bus stop on South Lane has services to Huddersfield and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is well located in Elland Town Centre with good access to the local labour market and services.	Good
Compatibility of Adjoining Uses	The site is adjacent to commercial and residential properties. This includes an A1 food store (Aldi) to the east, retail A1/A3 uses to the north with residential apartments on the first floor. There are B2/B8 uses to the south and west.	Good / Average

Developmental and Environmental Constraints	Overhead cables intersect the site to the north and east. There is also the Victoria Mills electricity substation on site. The site has multiple occupiers and is expected to have multiple landowners which may delay redevelopment. The site would also benefit from a wider redevelopment masterplan rather than piecemeal redevelopment.	
Market Attractiveness	The site is in a Town Centre and visible location, with attractive mill buildings and character. There are two vacant units on the site. Most of the site is occupied however and is in proximity to an Aldi foodstore and car parking. Local property agents were advertising 13,348 sq ft of commercial space in the western vacant unit.	Good
Barriers to Delivery and Mitigation	The majority of the site is occupied and fully developed, and there are expected to be multiple landowners. These factors may delay or constraint redevelopment potential.	
Planning Factors	The site is designated as a primary employment area. There are a number of planning applications relevant to the site: <ul style="list-style-type: none">• An application on part of site for the Conversion of former mill and construction of detached block to provide 33 flats (Amended Plans & Description) was Dismissed (Appeal) on 06/11/2006.• An application on part of the site for the Change of use to provide head office and distribution warehouse with ancillary retail was Permitted CC on 05/02/2008.• An application for an Extension to South elevation to create additional warehouse floorspace with elevational alterations and re-alignment of car park was Permitted CC on 26/02/2013.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain Primary Employment Area designation. The site would be appropriate for future B1/B2 employment use.	
SITE SUMMARY:		
This site is in a central location within Elland. The majority of the units are occupied and in a good condition. The unit to the south-west of the site adjacent to Pound Stretcher appeared to be vacant. The site should retain its Primary Employment Area designation for future B1/B2 employment use.		

Land between Lowfields Wistons Lane [NLP36] [0520]



GROSS SITE AREA:
1.02 ha

ESTIMATED NET DEVELOPABLE AREA:
0.92 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a vacant greenfield site, designated as a Primary Employment Area in close proximity to Elland Town Centre.	
Strategic Road Access	The site is adjacent to the A629.	Good
Local Accessibility	The site can be accessed easily via good, unconstrained roads. However, the site is undeveloped so there is currently no parking onsite. There are bus stops within 400m with services to Brighouse, Dewsbury, Huddersfield, Elland and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Elland with access to its services and local labour supply.	Good
Compatibility of Adjoining Uses	The railway line runs adjacent to the site to the north, with roads to the south and east, and the River Calder to the west. The site is located in close proximity to the established Lowfields Industrial Estate.	Good
Developmental and Environmental Constraints	The majority of the site is within Flood Zone 3 meaning there is a greater risk from flooding. Vulnerable uses would not be permitted and defences would need to be put in place, meaning development would be more costly. Some site clearance would be required and there are some mature trees on site. If the site were developed a buffer may be needed adjacent to the rail line, reducing the developable area.	Very Poor
Market Attractiveness	The site is in a visible location adjacent to the entrance to the Lowfields Industrial and Business Estate. However, there are other vacant more attractive sites on this estate. The small size of this site and the high degree of Flood Risk make it less attractive for development.	Average / Poor
Barriers to Delivery and Mitigation	Site is in a good location but unlikely to be viable due to flood risk and the small size and narrow shape of the site.	

Planning Factors	The site is designated as Primary Employment Area. There are no recent planning applications. The site is identified as the site of the future Elland railway station.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Release from Primary Employment Area

SITE SUMMARY:

This is a small, greenfield site, tightly enclosed by the rail line, the A629 and the River Calder. It is in an accessible location adjacent to an established industrial estate. However, the majority of the site is within Flood Zone 3 and therefore unattractive for development. The small size of the site also means it is less viable for development.

The site is earmarked to accommodate the proposed Elland railway station. The site should therefore be released from its designation as a Primary Employment Area and safeguarded for any potential rail station development.

Land at Furness Avenue [NLP37] [0523]



GROSS SITE AREA:
3.38ha

ESTIMATED NET DEVELOPABLE AREA:
2.54ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is brownfield land currently in use as low value public open space. The above image shows an existing use in the northern portion of the site which is no longer there and the site has been returned to grassland. The site is designated as a mixed use area.	
Strategic Road Access	The site is approximately 400m from the A629 (Keighley Road) via residential roads with 20 mph speed limits and speed bumps which would be unsuitable for significant HGV traffic. Access to the site is through residential areas. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Average / Poor
Local Accessibility	The site has significant frontage onto Turner Avenue North and Furness Drive. There is currently no parking on site. There is a new bus stop adjacent to the site (likely built to serve the recently constructed Dudley Estate) on the intersection of Furness Avenue/Turner Avenue North with services to Ovenden and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Ovenden approximately 4km north of Halifax. Ovenden has a limited range of services and access to a local labour supply.	Average
Compatibility of Adjoining Uses	The site is bound by residential properties on three sides a new Morrisons Supermarket and petrol station to the north/east.	Poor
Developmental and Environmental Constraints	This site is relatively unconstrained, although there may be some contamination from previous uses. There is also a substation of significant size adjacent to the north of the site.	Good
Market Attractiveness	This is a large, fairly level site in a residential area	Good

	adjacent to a new Morrisons supermarket. It should be viable to deliver mixed uses on this site.	
Barriers to Delivery and Mitigation	Some mitigation may be required to overcome possible land contamination.	
Planning Factors	The site is designated as a mixed use area.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain mixed use designation. The site is suitable for mixed use development with a component of B1a employment use.	
SITE SUMMARY:		
This is a large, level, relatively unconstrained site which offers potential for mixed use development in accordance with the adjoining residential and commercial uses.		

Site to the rear of 9A Birds Royd Lane [NLP38] [0571]



GROSS SITE AREA:
0.25 ha

ESTIMATED NET DEVELOPABLE AREA:
0.225 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Primary Employment Area, Cycle Corridor, Wildlife corridor, Leeds-Bradford Airport Wind Turbine Consultation Zone.</p> <p>The site is vacant brownfield land with a derelict building.</p>	
Strategic Road Access	The site is adjacent to the A641.	Good
Local Accessibility	<p>The site is opposite Brighouse Train Station and there are bus stops within 400m serving Brighouse, Bradford, Huddersfield and Halifax. The site is also only 300m from Brighouse Town Centre.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within c300m of Brighouse Town Centre with access to its wide range of services and local labour market.	Very Good
Compatibility of Adjoining Uses	The site is bound by workshops/offices to the east, Brighouse Station to the south, residential/offices and the A641 to the west and the River Calder to the north.	Average
Developmental and Environmental Constraints	The site covers a small area and the brownfield land may need remediation. The site is bound by adjacent residential properties.	Poor
Market Attractiveness	The site is relatively centrally located in Brighouse and adjacent to the station and the A641. However, there is a derelict building on site and significant site clearance needed. The site has been marketed by Michael Steel & Co and obtained planning permission for retail in 2013.	Poor

	The adjacent offices/workshops are also currently being advertised for sale. The surrounding units are in a poor condition. The site covers a small and irregular shaped area and is bound by the adjacent properties.	
Barriers to Delivery and Mitigation	Significant remediation would be needed due to the derelict building and vegetation onsite.	
Planning Factors	Site included in boundary of an application for the Demolition of existing buildings and construction of a food store (A1) with car parking, access, landscaping and associated works was Permitted by CBC on 17/06/2013.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Release from designation as Primary Employment Area. The site had planning permission for A1 retail,(lapsed 2016) and is a small irregular shape constrained by the surrounding properties.	
SITE SUMMARY:		
<p>The site is relatively centrally located in Brighouse and adjacent to the station and the A641. However, it is relatively constrained as there is a derelict building on site and significant site clearance is needed, as well as being bound by the adjacent properties. The site had a previous planning permission for A1 retail. The site would be unattractive to employment use due to the constraints to the site and should be released.</p>		

Land adjacent Mill Royd Street Mill Royd Street [NLP39] [0573]



GROSS SITE AREA:
3.1 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Mixed Use, Cycle corridor, Wildlife corridor, Leeds-Bradford Airport Wind Turbine Consultation Zone.</p> <p>This is a town centre brownfield site. The majority of units are occupied apart from two vacant units in poor condition (one of which is the former public baths). There are a mixture of uses onsite including parking, leisure (climbing wall in the former Thomas Sugden and Son flour mill), a car wash and car hire outlet, a coach depot, a fireplace shop, a couple of takeaways, a couple of pubs and some residential properties.</p>	
Strategic Road Access	<p>The site is centrally located in Brighouse and adjacent to both the A641 and A643. The site is approximately 2km from junction 25 of the M62.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.</p>	Good
Local Accessibility	<p>There are multiple bus stops within 400m of the site with services around Brighouse and to Elland, Huddersfield, Halifax and Bradford. There is a BCA car park and a council-owned public car park onsite. The site is approximately 250m from Brighouse train station. There is a low bridge on Bridge Road (A643), towards the south-west of the site.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located in Brighouse town centre with easy access to its range of services and local labour supply.</p>	Very Good
Compatibility of Adjoining Uses	<p>The site is bound by the River Calder to the north and south, by the A641 to the east and by B2/B8 uses to the west.</p>	

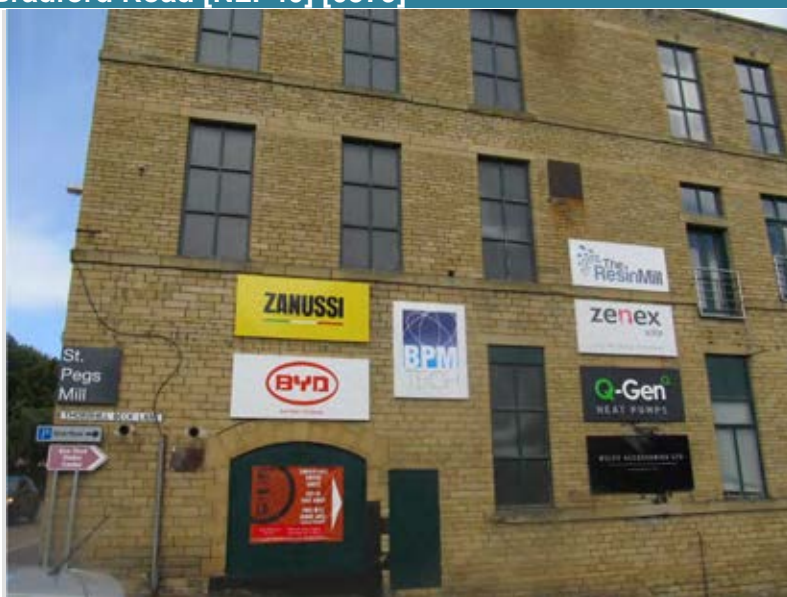
Developmental and Environmental Constraints	<p>The majority of the site is within Flood Zone 3 meaning there is a significant risk of flooding. However, there are flood defences in place to the southern side of the site to mitigate this risk.</p> <p>Overhead cables cross points in the site, particularly to the eastern side.</p> <p>Previous assessments undertaken for the CBC identified further constraints including: possible contamination, bat alert, Listed Building, archaeology and ecology</p> <p>Environmental Health comments: Part of site lies within an Air Quality Management Area (AQMA), so no residential in this area. Consideration of caravan park required as they are sensitive receptors. Contaminated land. Good design crucial.</p>	Average
Market Attractiveness	<p>This is a very central and accessible site. The majority of units are occupied and serve a mixture of uses. However, a number of units are in poor condition.</p>	Good
Barriers to Delivery and Mitigation	<p>The majority of units are occupied and in existing use.</p>	
Planning Factors	<p>The site is designated as mixed use. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for a Change of use from A1 (retail) to mixed A3 (restaurant) and A5 (takeaway) including new shop front and new extraction flue to north elevation was Permitted CC on 08/07/2009. • An application for the Demolition of existing garage, and the construction of a four storey building (with surface car park at lower ground floor level) containing a "Class D1" Health Care Centre on the ground, first and second floors, and a "C2" Care Home on the Third Floor was Permitted CC on 17/05/2013. • An application to Demolish existing building. Construct Dance Studio at ground and 8 No. Residential Units over first and second floors was Permitted CC on 02/03/2012. • An application for a Change of use of derelict mill building (B2) to form extension of existing climbing gym (D2) New windows and fire escape (Retrospective) was Permitted CC on 17/04/2013. • An application for a Change of use to vehicle hire was Permitted CC on 15/04/2014. • An application for the Conversion from nine residential units to form two flats (Retrospective) was Permitted CC on 07/10/2014. • An application for a Change of use of existing mill silos to outdoor climbing centre and proposals for outdoor recreation space with associated structures including fencing / beer garden attached to existing Black Swan Public House was Permitted CC on 17/10/2014. • An application for the Conversion of former flour mill to form climbing gym with associated facilities was Permitted CC on 	

	06/01/2011.
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Retain designation as mixed use site. The site would be suitable for continued mixed uses where B1 employment is a part along with other uses such as retail or leisure.
SITE SUMMARY:	
This is a town centre, mixed use brownfield site. The majority of units are occupied and are expected to continue in their current use in the short term. However, there is potential to bring the vacant units back into use. The site should retain its Mixed Use designation.	

126- 128 Bradford Road [NLP40] [0579]



GROSS SITE AREA:
0.42ha

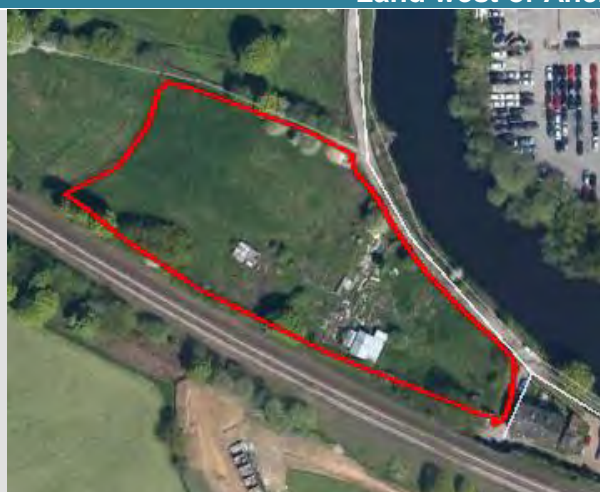


ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The former St Pegs Mill has been converted to provide offices and warehousing/storage, which are part occupied. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is adjacent to the A641.	Good
Local Accessibility	The site can be accessed from Thornhills Beck Lane. It has significant frontage onto Thornhills Beck Lane and the A641. There is some parking onsite and there is a bus stop within 50m of the site on the A641 with services to Brighouse, Huddersfield and Bradford. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 800m north of Brighouse Town Centre, with access to its range of services and local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by B2/B8 uses to the east, by Thornhills Beck Lane to the south, by the A641 (Bradford Road) to the west and by residential properties/B2/B8 uses to the north.	Good
Developmental and Environmental Constraints	The site is relatively unconstrained.	Good
Market Attractiveness	The buildings have been refurbished to a good standard and are in a visible and accessible location. Some units were being advertised to let.	Good
Barriers to Delivery and Mitigation	The site is currently occupied by B1 and B8 uses.	
Planning Factors	The site is designated as a primary employment area. There are a number of planning applications relevant to the site: <ul style="list-style-type: none"> An application to construct a vertical living wall was Permitted CC on 11/02/2010. An application for a Change of use of warehouse floorspace 	

	(B8) to gym (D2) at ground and first floor levels along with the creation of a new internal staircase and new partition walls was permitted 07/07/2016
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Retain Primary Employment Area designation. B-Class employment uses would be appropriate future uses of the site.
SITE SUMMARY:	
The former St Pegs Mill has been converted to provide offices and warehousing/storage, which are part occupied. The buildings have been refurbished to a good standard and are in a visible and accessible location. Some units were being advertised to let. The site should retain its Primary Employment Area designation.	

Land west of Anchor Place [NLP41] [0585]



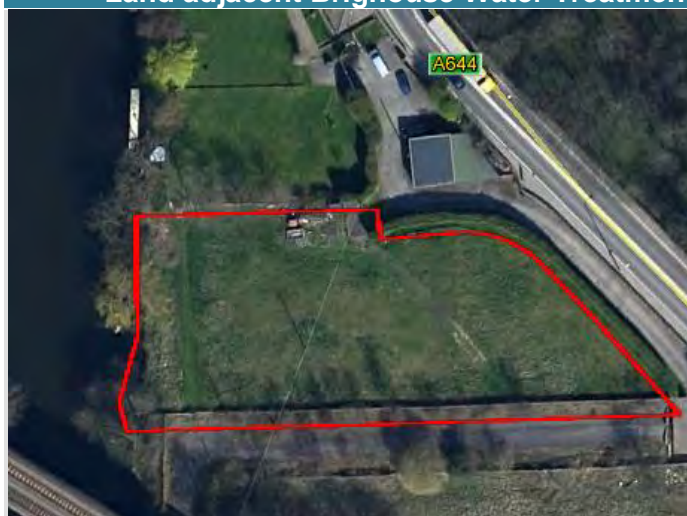
GROSS SITE AREA:
0.796 ha

ESTIMATED NET DEVELOPABLE AREA:
0.716 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is greenfield land currently being used for grazing, with some small sheds onsite. The site is designated as a Primary Employment Area, and is located on the periphery of the Armytage Industrial Estate.	
Strategic Road Access	The site is approximately 1.5km from the A641, 2km from the A643/A644 and 4km from junction 25 of the M62.	Average
Local Accessibility	<p>The site can be accessed from Sunnyside however, it is a single-track lane. There is no car parking on site and no bus stop within 400m. An alternative access to the site could be provided via land to the north west which would prevent traffic from passing the residential properties on Sunnyside.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is only 1.5km east of Brighouse Town Centre with access to its wide range of services and local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by the River Calder to the north, residential properties to the east, the train line to the south and open greenfield land to the west. To the north there is a small greenfield land directly adjacent and then a small number of residential properties. The site is at the periphery of the established Armytage Industrial Estate.	Good / Average
Developmental and Environmental Constraints	The site is adjacent to sensitive receptors (residential properties). The site is adjacent to the River Calder but is not within a designated Flood Zone and there are flood defences immediately north of the site. The site has a reasonable gradient with a total drop incline of approximately 3m north to south. Overhead cables intersect the site east to west, though these are small enough to be grounded. There is additional greenfield land to the west that could be developed, which	Average

	increases the net developable area to 0.796 ha.	
Market Attractiveness	This site is adjacent to an established industrial area and within close proximity to Brighouse Town Centre. However, the local accessibility of the site is poor and it is relatively constrained due to the adjoining uses, overhead cables and topography.	Average / Poor
Barriers to Delivery and Mitigation	Some site clearance would be required as there are some small dilapidated sheds and waste onsite. The access would need to be improved too.	
Planning Factors	The site is designated as a Primary Employment Area. An application for the Construction of aerial bunch conductor Raised No Objections on 15/10/2015.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be suitable for a small development of B1c workshop space.	
SITE SUMMARY:		
This site is adjacent to an established industrial area and within close proximity to Brighouse Town Centre. However, the local accessibility of the site is poor and it is relatively constrained due to the adjoining uses, overhead cables and topography. The site should retain its designation as a Primary Employment Area and would be suitable for a small development of B1c workshop space.		

Land adjacent Brighouse Water Treatment Works Wakefield Road [NLP42] [0597]



GROSS SITE AREA:
0.29 ha

ESTIMATED NET DEVELOPABLE AREA:
0.261 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site currently used for grazing. It is within the Green Belt.	
Strategic Road Access	The site is adjacent to the A644 and within 1km of junction 25 of the M62.	Very Good
Local Accessibility	<p>The site can be accessed from Wakefield Road (A644). There is also a bus stop adjacent to the site on Wakefield Road with services towards Halifax and Dewsbury. There is unconstrained vehicular access to the site with evidence of noticeable HGV movements, there is substantial parking onsite.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Cooper Bridge which has very limited amenities and labour supply. However, it is within a couple of kilometres of Mirfield in Kirklees and only 5km from Brighouse which has access to a wider range of services and larger potential labour source.	Poor
Compatibility of Adjoining Uses	The site is bound by Wakefield road to the east, greenfield land to the south, the River Calder to the west and residential properties to the north.	Average
Developmental and Environmental Constraints	<p>The site is within a Hazardous Installation Buffer Zone so the Health and Safety Executive must be consulted. There is a Grade II Listed (Robin Hood's Grave) building 0.3km north west of the site. There may be further archaeological constraints. Council Officers identified that there has been a Bat Alert for the site. The western third of the site adjacent to the River Calder is in Flood Zone 3 which means there is a high probability of flooding, this limits the development uses and also increases the cost of development as mitigation measures would need to be put in place. Overhead cables intersect the site north to south,</p>	Very Poor

	reducing the net developable area by approximately 20%.	
Market Attractiveness	This site is in an accessible location however, it is heavily constrained and offers a very small plot for development.	Poor
Barriers to Delivery and Mitigation	An access from Wakefield Road would need to be created.	
Planning Factors	The site is designated as Green Belt. An application for the Construction of detached ancillary building (Lawful Development Certificate for Proposed Use) was Refused a Section 191/192 Certificate on 09/01/2012.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is not suitable development as it is heavily constrained.	
SITE SUMMARY:		
This site is in an accessible location however, it is a very small site and it is heavily constrained which limits the net developable area even further. The site is located in the Green Belt and should not be allocated for employment use.		

Former Adamroyd Mill Victoria Street [NLP43] [0649]



GROSS SITE AREA:
0.57 ha

ESTIMATED NET DEVELOPABLE AREA:
0.513 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Primary Employment Area; Wildlife corridors</p> <p>The site is occupied by a partly demolished mill building. The site is mostly level and roughly a square in shape. The site is bounded by roads and adjacent residential properties so there is no potential for expansion. The site has been levelled except for the perimeter walls along the west and north. Very central, sustainably located brownfield site close to town centre and community facilities. Would align with the key principles of sustainable development.</p>	
Strategic Road Access	The site is within 1km of the A646.	Good
Local Accessibility	<p>The site would be accessible to HGVs but the local roads are narrow. Most local roads accessing the site pass residential properties. There is a car park to the west. The site is within walking distance to the train station in Todmorden.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).</p>	Average
Proximity to Urban Areas and Access to Labour and Services	Good local catchment labour market and commutable along the Manchester Victoria to Leeds line. The site is within walking distance to Todmorden Town Centre.	Good
Compatibility of Adjoining Uses	Mostly small employment workshops and residential properties surround the site. Residential properties are to the east but to the north / north west there are employment uses.	Average / Poor
Developmental and Environmental Constraints	The brownfield site may be contaminated. The site is not 100% cleared so development viability may be shaped by this. However there are no obvious show stoppers to development. There is no potential to expand the site.	Average / Good
Market Attractiveness	The site is in a good location and a relatively good plot size for the area. The site is in walking distance to the town centre and there are some adjacent properties in	Average

	employment use but some vacant studio space advertised to let at Grampey’s Mill. Development viability for employment use would depend on the extent of remediation costs and the end use of the site (taking into account that any development must be sensitive to the adjacent residential properties).	
Barriers to Delivery and Mitigation	The site has extant planning permission for residential development.	
Planning Factors	An application for the Demolition of redundant mill & replacement with forty five dwellings was permitted (Subject to a Legal Agreement) on 11/02/2014.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Release for residential development.	
SITE SUMMARY:		
The site has planning permission for residential development and should be released from its designation as a Primary Employment Area. The site is in a predominantly residential area though there are some adjoining workshops and studios.		

Stoney Royd Mill Albion Mills Bailey Hall Road [NLP44] [0706]



GROSS SITE AREA:
0.27 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a car park for the adjacent Nestle site. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is approximately 1.12 km from the A629.	Average
Local Accessibility	Access along Canal Street is relatively narrow and passes a cobbled section of road between Water Lane and Swan Bank Lane. There are bus stops within 400m with services to Exley, Halifax Town Centre and Norton Tower. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax with good access to its services and labour market.	Very Good
Compatibility of Adjoining Uses	Site bound by Nestle premises to the north, substation and industrial unit to the south, open space to the east and a car park to the west. There are residential properties adjacent the site to the north.	Good / Average
Developmental and Environmental Constraints	The site is adjacent to some sensitive receptors (residential properties). Ownership of the site is unknown and intentions need to be confirmed. The site is currently being used as car parking for adjacent Nestle site. The site has no other obvious development constraints though it has a slight gradient change from the east down to the west.	Average / Poor
Market Attractiveness	The site covers a small area and is currently used as a car park for the adjacent Nestle site. The site has some accessibility limitations, and nearby residential properties may limit some development options.	Average / Poor
Barriers to Delivery and Mitigation	The land ownership is unknown which may be a constraint to development.	
Planning Factors	The site is designated as a Primary Employment Area. There are no planning applications on the site.	

OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Retain designation as primary employment area. If the opportunity arises for alternative use then B1, B2 or a small B8 development would be appropriate for the site.
SITE SUMMARY:	
The site is currently occupied as a private car park for the adjacent Nestle premises and there is no room for expansion. The site should retain its designation as a Primary Employment Area. If the opportunity arises for alternative use then B1, B2 or a small B8 development would be appropriate for the site.	

Former GB Oils Ltd Storage Depot Cragg Road [NLP45] [0827]



GROSS SITE AREA:
0.26 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Currently occupied by Enterprise Plant Services. Small pear shaped site with access direct to B6138. Disused former GB Oils depot. Has been advertised for sale through Walker Singleton as offices and workshop.	
Strategic Road Access	Within 1km of the A646	Good
Local Accessibility	Adequate access onto the site but limited car parking. Bus stops within 400m with services to Hebden Bridge, Cragg Vale and Huddersfield. Small site so capacity for HGV movements is very limited. The CMBC site assessment scored the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km).	Average
Proximity to Urban Areas and Access to Labour and Services	Peripheral location to the south of Mytholmroyd. There is a very small immediate labour market catchment and no local services.	Poor
Compatibility of Adjoining Uses	Residential properties to the north west but agricultural land directly west. The site is bound by road to the west and Cragg Brook to the east.	Average / Good
Developmental and Environmental Constraints	The majority of the site is located within Flood Zone 3. The site may also have contaminated land due to its past industrial use as an oil storage site. There is no option to expand the site. There is also an overhead powerline and telephone cables. The site is level but small and irregular shaped.	Very Poor
Market Attractiveness	The site is located in a peripheral location with poor market demand. It is a small plot though is currently fully occupied.	Poor
Barriers to Delivery and Mitigation	The site is fully developed but is within Flood Zone 3.	

Planning Factors	<p>An application for the Demolition of existing works building and construction of 21 residential dwellings (Revised Scheme to 14/00918) is Pending Consideration.</p> <p>An application for the Lawful Development Certificate for use of C3 dwelling house to provide care for 2 children was Granted a Section 191/192 Certificate on 08/10/2015.</p>
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Retain designation as Primary Employment area. The site would be suitable for continued B1c use.

SITE SUMMARY:

The site is small, irregular in shape and in a peripheral location. The site is constrained by its location in Flood Zone 3 as well as its past use as an oil storage site. The site is however fully occupied and should retain its designation as a Primary Employment Area.

Ingham Lane Farm Ingham Lane [NLP46] [0849]



GROSS SITE AREA:
3.10ha

ESTIMATED NET DEVELOPABLE AREA:
1.37 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is part greenfield pastureland and part brownfield working farm. The site is designated as Green Belt. An eastern portion of the site is also designated a Mineral Area of Search.	
Strategic Road Access	The site is approximately 1km from the A629 (Keighley Road).	Good
Local Accessibility	There is a bus stop adjacent to the site on Bradshaw Lane with services to Halifax, Queensbury and Shelf. There is currently limited parking on site and it is associated with the existing farm. The site has significant road frontage onto both Bradshaw Lane and Ingham Lane. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bradshaw which is classified in the settlement hierarchy as a Neighbourhood/Small Rural Centre. It is approximately 6km north of Halifax.	Very Poor
Compatibility of Adjoining Uses	The site is bound by Bradshaw Primary School, a public house and Bradshaw Lane to the south, Ingham Lane to the west and open countryside to the north and east.	Poor
Developmental and Environmental Constraints	The site is part occupied by a working farm; this reduces the developable area by approximately 40%. Overhead lines run close to the north-eastern boundary of the site and the site slopes gently (approximately 2m) to the east. The adjoining uses are sensitive (Bradshaw Primary).	Poor
Market Attractiveness	This is a large, part brownfield working farm and part greenfield site with significant road frontage. However it is in a peripheral location.	Poor
Barriers to Delivery and Mitigation	The site is part occupied by a working farm which reduces the developable area by approximately 40%. The remainder of the site is fairly level and with significant road frontage. However, it is outside	

	the Bradshaw village envelope and therefore not suitable for development.
Planning Factors	<p>The site is designated as Green Belt. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for a Change of use from Commercial Office building to Residential building was Permitted CC on 14/03/2013. • An application for the Residential development of up to 24 dwellings and provision of school car park (Outline) was Refused on 28/02/2014. • An application for Four dwellings (Outline) was Refused on 05/02/2015. • An application for a Residential dwelling following removal of existing structure (Outline) was Permitted (Outline) on 20/11/2015. •
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Do not allocate. The site is not suitable for development as it outside the village envelope and in a peripheral location with poor access to the labour market and services.
SITE SUMMARY:	
<p>This is a large, part brownfield and occupied by a working farm and part greenfield site with significant road frontage. However, it is outside the Bradshaw village envelope and therefore not suitable for development. The site should not be released from its Green Belt designation for employment uses.</p>	

Land west of Pinfold Lane Upper Edge [NLP47] [0859]



GROSS SITE AREA:
33.11 ha

ESTIMATED NET DEVELOPABLE AREA:
24.83 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The large greenfield site is designated as Green Belt and located between Elland and Rastrick. The site is in agricultural use (Delph Farm).	
Strategic Road Access	The site is approximately 850m from the A643.	Good
Local Accessibility	The site can be accessed from Pinfold Lane and Moor Hey Lane. Moor Hey Lane is single-track. There is a bus stop on Dewsbury Road (approximately 50m from the site) with busses serving Elland, Brighouse and Halifax. the CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is between Elland and Rastrick but not within the recognised urban area.	Poor
Compatibility of Adjoining Uses	The site is within a predominantly rural environment and is bound by open grassland to the north and west, by the M62 to the south and by Pinfold Lane to the east.	Poor
Developmental and Environmental Constraints	There is an overhead cable running along the eastern boundary of the site and through the middle of the site along Moor Hey Lane. There is a wind turbine adjacent to Moor Hey Lane (northern side). Large overhead cables cross the north-eastern corner of the top part of the site. There is also a substation adjacent to this part of the site at the intersection of Pinfold Lane and Dewsbury Road. There is a public footpath crossing the northern part of the site. The large site is predominantly level though with a broad gradient change from the south down to the north.	Poor
Market Attractiveness	This is a large, relatively level, greenfield site, although it is detached from the nearby urban areas and currently in an unsustainable location.	Poor
Barriers to Delivery and	This site is within the Green Belt and therefore allocation would be	

Mitigation	dependent upon the outcome of the greenbelt review. Land ownership is unknown which may delay or be a barrier to any proposed development.
Planning Factors	<p>The site would need to be released from the Green Belt. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> An application for the Installation of one Endurance 50kW wind turbine on 24m mast was Permitted CC on 10/05/2012.
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is not suitable for employment use.

SITE SUMMARY:

This large greenfield site is not suitable for development as it is detached entirely from the recognised urban areas. Therefore, development of the site would cause significant harm to the rural character of the area and encourage the merging of nearby settlements. The site should be retained as Green Belt.

Thornhills Lane [NLP48] [0894]



GROSS SITE AREA:
4.79 ha

ESTIMATED NET DEVELOPABLE AREA:
4.07 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site currently being used for agricultural purposes and is located within the Green Belt. The site is designated as having unstable land.	
Strategic Road Access	<p>The site is 250m from the A643.</p> <p>Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline. They highlighted the potential for cumulative impact on the M62 J25; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.</p>	Good
Local Accessibility	<p>The site can be accessed from Thornhills Lane which is single-track, via a gate and farm track. The site has significant frontage onto Thornhills Lane and therefore is highly visible. There are bus stops within 400m of the site with services to Brighouse and East Brierly. There is currently no car parking onsite.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 1km north-east of Brighouse Town Centre but it is in a peripheral location beyond the Urban Boundary. It is adjacent to a small residential development though the site falls within the wider	Average

	Brighouse labour market catchment area.	
Compatibility of Adjoining Uses	The site is bound by open grassland to the north and east, by residential properties to the south and by Thornhills Lane to the west. As the site is in the greenbelt and adjoins residential properties, it is classed as having sensitive neighbours.	Poor
Developmental and Environmental Constraints	Overhead power cables intersect the site north to south and reduce the net developable area by 10%. A previous assessment of the site undertaken for CBC identified that the site may have unstable land and archaeological constraints. The site would need to be released from the Green Belt.	Average
Market Attractiveness	This is a large, relatively unconstrained greenfield site in close proximity to Brighouse Town Centre. It would not be suitable for employment use due to the rural character of the area.	Average
Barriers to Delivery and Mitigation	The site is within the Greenbelt so allocation would be dependent on the review and/or exceptional circumstances.	
Planning Factors	The site is in the Green Belt. There are no recent planning applications.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is not suitable for employment uses.	
SITE SUMMARY:		
This is a large, relatively unconstrained greenfield site separated from the urban area but also in relative close proximity to Brighouse Town Centre. However, it is within the Green Belt and unsuitable for employment use due to its adjacent land uses and wider area.		

Cooper Bridge Spares Wakefield Road [NLP49] [0897]



GROSS SITE AREA:
2.79ha

ESTIMATED NET DEVELOPABLE AREA:
1.86 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	A third of the site is occupied by Motorhog Used cars dealer, the other two thirds are vacant greenfield. The site is within the Green Belt.	
Strategic Road Access	<p>The site is adjacent to the A644 and within 1km of junction 25 of the M62.</p> <p>Highways England suggests that development of the site should not start until completion of RIS schemes in the current period.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline. They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.</p>	Very Good
Local Accessibility	<p>The site can be accessed from Wakefield Road (A644). There is also a bus stop adjacent to the site on Wakefield Road with services towards Halifax and Dewsbury. There is unconstrained vehicular access to the site with evidence of noticeable HGV movements, there is substantial parking onsite.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Cooper Bridge which has very limited amenities and labour supply. However, it is within a couple of kilometres of Mirfield in Kirklees and only 5km from Brighouse. The site is outside the urban area.	Poor
Compatibility of Adjoining Uses	The site is bound by Wakefield road to the north, greenfield land to the east and west and the train line to	Average

	the south.	
Developmental and Environmental Constraints	The site is within a Hazardous Installation Buffer Zone so the Health and Safety Executive must be consulted. There is a Grade II Listed (Robin Hood's Grave) building 0.3km north west of the site. There may be further archaeological constraints. A small portion of the site in the north west is in Flood Zone 3. The site is also within the Green Belt.	Poor
Market Attractiveness	This is a level site in a highly accessible location. However, there are some environmental constraints and a third of the site is occupied.	Average
Barriers to Delivery and Mitigation	A third of the site is currently occupied by a scrapyard and some remediation may be required due to surrounding uses. The site would need to be released from the Green Belt.	
Planning Factors	The site is in the Green Belt. There are no recent planning applications.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for employment use	
SITE SUMMARY:		
This is a level site with good accessibility to the motorway network but in an unsustainable location outside the urban area. There are some environmental constraints and a third of the site is occupied. The site offers two relatively small plots of undeveloped land.		

Callis Mill Halifax Road [NLP50] [0915]



GROSS SITE AREA:
0.74 ha



ESTIMATED NET DEVELOPABLE AREA:
0.55 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Brownfield site with large vacant buildings and a large storage/turning yard. The site is partially demolished. The site is located in the Green Belt. The site coming forward is heavily reliant on flood risk mitigation. Should this be possible the site may be suitable for employment uses, though viability may be challenging. The allocation of the site would be dependent on the outcome of the Green Belt review and or exceptional circumstances. The site is also designated in a special landscape area.	
Strategic Road Access	Direct access to the A646.	Good
Local Accessibility	The site is HGV accessible directly onto the A646. There is a bus stop outside the site with services to Burnley, Rochdale, Todmorden, Hebden Bridge and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Hebden Bridge in Charlestown. Within this rural setting there is a poor labour market catchment and no local services.	Poor
Compatibility of Adjoining Uses	Most of the adjoining uses would not be insensitive to employment use. There is the A646 and railway to the north of the site and a small stoves business selling stoves and firewood. There is vacant land to the west and the River Calder and Rochdale Canal to the south. To the east there are a small number of residential properties.	Good
Developmental and Environmental Constraints	Significant demolition or refurbishment works required to bring the site into use, and the brownfield land may need remediation. The site is also located within Flood Zone 3 which is a development constraint without mitigation. Council Officers in Environmental Health reported potential issues with contaminated land, road traffic, close proximity to the Yorkshire Water treatment plant and ecology issues such as a bat alert.	Very Poor
Market Attractiveness	The site is advertised to let (may sell) by a local	Poor

	commercial agent. The site is in a peripheral location and completely vacant. The site would require flood defences to make redevelopment attractive.	
Barriers to Delivery and Mitigation	Flood defence measures would be required to mitigate the risk of flooding. The site may also need possible remediation works. The site would need to be released from the Green Belt.	
Planning Factors	The site is in the Green Belt. There are no recent planning applications.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is in a Flood Zone 3 area and therefore unattractive to developers for either employment or other uses.	

SITE SUMMARY:

The site is relatively large but in a peripheral location and would need flood defence works to attract development and increase viability. The site would also need to be released from the Green Belt.

Callis Bridge Halifax Road [NLP51] [0916]



GROSS SITE AREA:
0.97 ha

ESTIMATED NET DEVELOPABLE AREA:
0.87 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Large rectangular site bound by the River Calder to the north west and the Rochdale Canal to the south east. The greenfield site is designated as Green Belt and a Special Landscape Area. The site adjoins water treatment works to the south west and the vacant employment site NLP50 to the north east.	
Strategic Road Access	The site is within 1km of the A646.	Good
Local Accessibility	A narrow single lane track is used to access the site from the traffic light junction at the main road. This is untarmacked and narrow with tight corners. There are bus stops nearby with services to Burnley, Rochdale, Todmorden, Hebden Bridge and Halifax. The CMBC site assessment scores the site's distance from a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Hebden Bridge in Charlestown. Within this rural setting there is a poor labour market catchment and no local services.	Poor
Compatibility of Adjoining Uses	Road and railway line to the north west. There are some residential properties to the north west and south west. Water treatment works border the site to the south west. There is a vacant previous employment site to the north east (NLP50). The site is bounded by the River Calder to the north and Rochdale Canal to the south.	Good
Developmental and Environmental Constraints	The site is within Flood Zone 2 and parts of the site are in Flood Zone 3. The site is wooded with some mature trees. The site is bound by the River Calder and Rochdale Canal with no room for expansion. Access to the site is currently poor over a narrow bridge and untarmacked track.	Very Poor
Market Attractiveness	The site is in a peripheral location, exposed to flood risk and with accessibility constraints. The site is therefore	Poor

	unlikely to come forwards for employment use without mitigation of these development constraints.	
Barriers to Delivery and Mitigation	Flood defence measures would be required to mitigate the risk of flooding. The site would require access improvements. The site would need to be released from the Green Belt.	
Planning Factors	The site is in the Green Belt. There are no recent planning applications.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is in a Flood Zone 3 area and therefore unattractive to developers for either employment or other uses.	

SITE SUMMARY:

The site has significant development constraints and flood risk that would need to be mitigated to make development feasible. Without these development is likely to remain unattractive and unviable. Even with mitigation the site is located in a peripheral and relatively unattractive location and should not be allocated for employment use.

Former Hebden Bridge Fire Station Valley Road [NLP52] [0922]



GROSS SITE AREA:
0.37 ha

ESTIMATED NET DEVELOPABLE AREA:
0.08 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Brownfield site in Hebden Bridge Town Centre. The site is split into three separate areas: car park to the south and public WC, the middle which is a cleared, small and square plot. The northern part of the site is long, narrow and rectangular, former BT buildings which may be vacant. The Call for Site submission identifies the site as comprising three sections with three different owners. The owners' intentions may be a constraint to development. The site is designated as a Town Centre site.	
Strategic Road Access	Within 1km of the A6033	Good
Local Accessibility	All three parts of the site have adequate access; although roads are relatively narrow and pass residential properties. Access may be unsuitable for HGVs. Car parking is an issue for the sites. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Average
Proximity to Urban Areas and Access to Labour and Services	Excellent location in Hebden Bridge Town Centre, with good access to local labour market and services.	Very Good
Compatibility of Adjoining Uses	Residential properties to the west. Retail and offices to the south and east. Garage/car wash/mechanics to the north.	Average
Developmental and Environmental Constraints	The site has three separate landowners and the brownfield land may require some remediation. Each plot is relatively small but could accommodate a small development. Part of the site has planning approval for mixed use development.	Good
Market Attractiveness	Attractive location in the town centre, although	Good

	development plots are individually small. Development would be viable for a mixed use scheme.	
Barriers to Delivery and Mitigation	The site consists of three separate plots and so ownership may be an issue for delivery. The site is most likely to come forwards as three separate developments. This is unlikely to be a barrier to delivery but it may delay delivery of the whole site.	
Planning Factors	<p>There are a number of recent planning applications on the site in recent years, with the most relevant being:</p> <ul style="list-style-type: none">• An application for the redevelopment of land to provide a mixed use development comprising: A) Ground floor A1 unit with additional ancillary space at first floor, with three apartments; and B) Five townhouses was dismissed on appeal on 21/05/2015An application for the Demolition of former fire station and change of use to provide a temporary car park was granted on 26/01/2009• An application for 2 commercial units comprising 316q m with nine apartment above and five town houses (use classes A1,A2,A3 and A5, (application to replace an extant planning permission in order to extend time limit for implementation of 07/01868) was approved on 24/12/2015•	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Allocate for mixed use development. B1 employment use could be provided along with a mix of retail, leisure or residential uses.	
SITE SUMMARY:		
Small site in a prominent location in Hebden Bridge Town Centre. The site has three separate plots and land owners but would be an attractive mixed use development with an element of B1. There are no vacant units nearby. Limited on-site car parking is a constraint but not a barrier to development.		

Land off Burnley Road [NLP53] [0925]



GROSS SITE AREA:
1.7 ha

ESTIMATED NET DEVELOPABLE AREA:
1.53 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The greenfield site is located adjacent to the River Calder, and is long and narrow but with a flat topography. It is expected that mitigation measures would be required which may affect the viability of the site. The site is within the Green Belt and Flood Zone 3. The site is also designated as Washland meaning it performs a strategic role in managing flooding.	
Strategic Road Access	Within 1 km access to the A646.	Good
Local Accessibility	<p>Poor access road past a stone mason leading to the site, which is unsuitable for HGVs. The road is narrow, with a 90° bend and cobbled/poor quality surface. There is currently no direct access onto the site and the closest road passes residential properties. There are bus stops within 400m with services to Burnley, Rochdale, Todmorden and Halifax.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in a relatively peripheral location to the east of Hebden Bridge. There are a small number of residential properties adjacent to the site but no local services.	Average / Poor
Compatibility of Adjoining Uses	There are residential properties to the west, woodlands to the south and north. The site is bound by the Rochdale Canal and River Calder.	Average / Poor
Developmental and Environmental Constraints	The physical boundary of the site prevents expansion. The site is located in Flood Zone 3 and would require flood defence mitigation. The narrow shape of the site is also a constraint to development and the access road is	Very Poor

	unsuitable for higher volumes of traffic and HGVs. There are mature trees on the site. The site would need to be released from the Green Belt.	
Market Attractiveness	The site is in a relatively peripheral location and the current access road is unsuitable. The site would be unattractive to develop for employment use because of the development constraints and likely unviable.	Poor
Barriers to Delivery and Mitigation	Flood risk and access road currently prevent development. These development constraints would need to be mitigated to enable development.	
Planning Factors	No recent planning applications. The site is within the Green Belt.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. Site inappropriate for employment uses and severe development constraints.	
SITE SUMMARY:		
The site has a long and narrow shape and is significantly constrained by flood risk and its current local access. The site would require release from the Green Belt. The site would be inappropriate for employment uses and the development constraints mean that it is unlikely to be viable for employment uses without significant mitigation works.		

Tenterfields Business Park Off Burnley Road [NLP54] [0932]



GROSS SITE AREA:
2.31ha

ESTIMATED NET DEVELOPABLE AREA:
1.96 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Site has been cleared and levelled, and consists of a large narrow brownfield plot between the Rochdale Canal to the north east and River Calder to the south west. To the south east lies the popular Tenterfields Business Park. Site in Flood Zone 2 and 3. Potential significant access issues.	
Strategic Road Access	Within 1 km of the A646	Good
Local Accessibility	The access road to the south east from Tenterfields Business Park needs improvement. There are bus services along the A646 of site though they are more than 400m from the site. Access roads to the north west are connected to the site with a footbridge. An additional or improved vehicular access is needed from the north west. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location but it is adjacent to the popular Tenterfields Business Park which provides some services.	Poor
Compatibility of Adjoining Uses	There are no sensitive uses adjoining the site. To the south east is the popular Tenterfields Business Park and the remainder of the site is buffered by the Rochdale Canal and River Calder. There are light industrial employment uses and some residential properties to the north though they are not adjacent to the site.	Very Good
Developmental and Environmental Constraints	The site is brownfield land which may be contaminated and require remediation. However the site is predominantly level and developable. Flood risk is an	Average / Poor

	issue however as most of the site is within Flood Zone 2, though the south east portion of the site benefits from flood defences. Access infrastructure is in need of improvement however.	
Market Attractiveness	The site has been levelled though may require further remediation works. Whilst the site is not located where there is greatest market demand in Calderdale it is located adjacent to the popular (and fully occupied) Tenterfields Business Park. Access improvements are needed however as are potential flood defences.	Average
Barriers to Delivery and Mitigation	Accessibility to the site may be a barrier to development and this needs to be addressed in order to improve the attractiveness of the site / unlock it for development. Flood defences would also improve the attractiveness of the site.	
Planning Factors	<p>The site is designated as a primary employment area. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none">• An application for the Use of the land for the storage of caravans, motorhomes, boats, trailers, and storage containers and stationing of site office and caravan to be occupied permanently by on-site security personnel was permitted 17/7/2016• An application for the Demolition of former VTL works (Demolition Notification) was Granted Prior Approval on the 29/10/2012.• An application for the Construction of extensions to existing industrial building and construction of new detached industrial building, access, servicing, car parking and landscaping (Application to replace an extant planning permission in order to extend time limit for implementation) was Permit CC on 16/08/2012• .An application for flood alleviation scheme comprising man-made bunds of inert imported material which will be landscaped over and formation of a new rear wall to Units W4 to W6 following flood damage (Part Retrospective) submitted on 14/7/2016 is pending consideration	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be appropriate for future B class employment uses, with B1c, B2 and B8 preferred to meet the character of the existing Tenterfields Business Park.	
SITE SUMMARY:		
The relatively large brownfield site is located adjacent to the existing Tenterfields Business Park and has natural boundaries of the Rochdale Canal and River Calder. The site faces some development constraints but it is predominantly level and developable. Access improvements and potential flood defences and remediation works would help to improve the attractiveness of the site and accelerate development.		

Land off Elland Road [NLP55] [0942]



GROSS SITE AREA:
0.41 ha

ESTIMATED NET DEVELOPABLE AREA:
0.37 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a brownfield site within a designated Primary Employment Area. The site was previously used as a stone yard and currently part used as informal overflow car storage space for the adjacent salesroom and as garages/parking for the adjacent residential properties. The eastern two thirds of the site is vacant with some debris.	
Strategic Road Access	The site is approximately 800m from the A643/A644. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impacts on the mainline.	Good
Local Accessibility	There are a couple of bus stops within 400m of the site with services to Southowram, Brighouse and Halifax. The site can be accessed from Elland Road, however, the visibility is poor. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Brighouse town centre with access to its services and local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by a pub and residential properties fronting Elland Road to the north, by the River Calder to the east, by B8 uses to the south-west and by Elland Road to the north. There is also beck running along the eastern boundary of the site.	Average
Developmental and Environmental Constraints	The existing highway access would need improving as the visibility is poor. The site offers a small and narrow plot for development. Council Officers reported that the previous stone workings yard was subject to noise complaints from nearby residents due to its location in a valley bottom with	Average

	overlooking residential properties.	
Market Attractiveness	This site is adjacent to employment uses and in close proximity to Brighthouse Town Centre. However, it is relatively small and a narrow shape.	Average
Barriers to Delivery and Mitigation	The access from Elland Road would need to be improved in order to bring the site forward. Some site clearance will also be required.	
Planning Factors	<p>The site is designated as a Primary Employment Area. There is one planning application relevant to the site:</p> <ul style="list-style-type: none"> An application for the Change of use to stone yard was Refused on 24/02/2009. 	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. More intensive B-Class employment uses would be appropriate for any future development of the site.	
SITE SUMMARY:		
<p>The site is a primary employment area within an established business location but also adjacent to residential properties. The site should retain its designation as a Primary Employment Area. Future development should encourage more intensive B-Class employment uses such as B1c or B2. The site is physically bound preventing options for expansion.</p>		

Carr House Farm [NLP56] [0949]



GROSS SITE AREA:
4.21 ha

ESTIMATED NET DEVELOPABLE AREA:
3.16 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site adjacent to the urban area and is located within the Green Belt. It is currently being used for agricultural uses. The eastern portion of the site is also designated within the Leeds Bradford safeguarding zone.	
Strategic Road Access	<p>The site is adjacent to the A6036. It is also within 4km of junction 3 of the M606.</p> <p>Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline (note: Cumulative impacts at M606 J1).</p>	Good
Local Accessibility	<p>The site can be accessed from Chapel Fold (via a gate and track). There is also a potential access point from Greenacres Avenue and Greenacres Grove. There are a couple of bus stops adjacent to the site with services to Northowram, Halifax, Brighouse, Elland, Leeds and Bradford . The site is within walking distance of local facilities.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Shelf village and is also in close proximity to Buttershaw. There are a range of amenities and a sufficient local labour supply.	Poor

Compatibility of Adjoining Uses	The site is bound by Carr House Road to the north, a Church, beck and woodland to the east, open fields to the south and residential properties to the west.	Average
Developmental and Environmental Constraints	The site is mostly level and a fairly regular shape. Overhead cables intersect the eastern half of the site from north to south. There are public Rights of Way (footpaths) running along the east and west boundaries of the site. There is a Grade II Listed Building (Carr House Farmhouse, ref: 1314056) adjacent to the western site boundary. There may be further ecological and heritage constraints including bats and archaeology on site.	Average
Market Attractiveness	The site would be fairly attractive for development as it is accessible and fairly unconstrained, apart from being within the Green Belt. However the site is in a relatively peripheral location where most development interest would be in residential rather than employment use.	Average / Poor
Barriers to Delivery and Mitigation	The allocation of the site would be dependent on the outcome of the Green Belt review and/or exceptional circumstances. The access from Chapel Fold would need improving and new accesses would need to be created.	
Planning Factors	-	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for employment. The site would be more appropriate for residential development than mixed use or employment.	
SITE SUMMARY:		
This would be an attractive site for residential development as it is adjacent to the urban area, accessible and fairly unconstrained, apart from being within the Green Belt. The allocation of the site would be dependent on the outcome of the Green Belt review. It is however unsuitable for B-class employment or mixed use development due to its location and adjoining sensitive uses.		

Beacon Lodge Quarry Long Lane [NLP57] [0950]



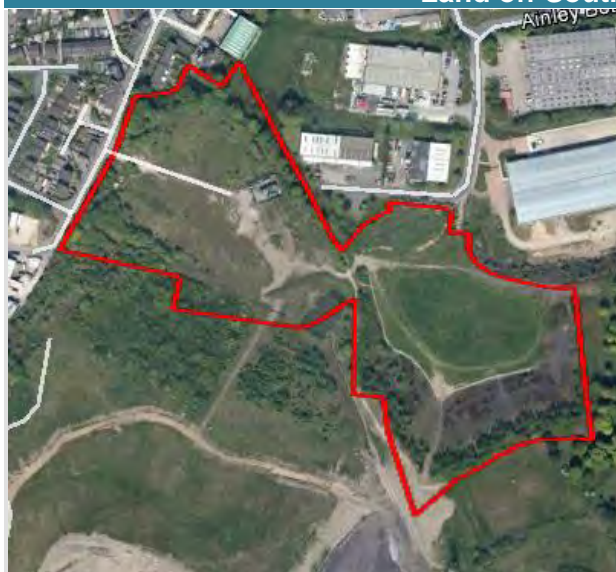
GROSS SITE AREA:
5.97 ha

ESTIMATED NET DEVELOPABLE AREA:
4.47 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site offers a large greenfield plot for development. The site is designated as Green Belt and Mineral area of search, though sections are also designated as waste disposal, mineral workings sites, and /or pipelines. The site has public footpaths crossing it, and a paddock used by adjacent residential properties.	
Strategic Road Access	The site is approximately 1.7km from the A58. The site is adjacent to an urban area and close to Halifax town centre. The allocation of the site would be dependent on the outcome of the green belt review and or exceptional circumstances. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Average
Local Accessibility	The site is accessed from Long Lane which is relatively poor and unsuitable for significant traffic. There are no bus stops within 400m. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located to the east of Halifax but beyond the urban area and in a peripheral location at Bank Top.	Poor
Compatibility of Adjoining Uses	The site is bound by greenfield land to the west/north and playing field, greenfield land to the east fronting Long Lane, and residential properties to the south.	Poor
Developmental and Environmental Constraints	A ridge of approximately 2m height runs through the middle of the site from the north to the south. The site is also designated as mineral workings and waste disposal, so is expected to require remediation works to bring it into use.	Very Poor

	The site may have multiple land owners which is likely to delay or be a barrier to development. Access to the site is a challenge through the current access roads which are narrow and pass through residential areas. A public footpath crosses the site. The site is designated as Green Belt.	
Market Attractiveness	The site is located in a relatively peripheral location, has accessibility and development constraints.	Poor
Barriers to Delivery and Mitigation	Land ownership may constrain or delay delivery of the site. Access infrastructure improvements would be needed as would remediation.	
Planning Factors	The site is designated as Green Belt. An application for the Installation of Endurance 50 kW E3120 Wind Turbine on 23.6m mast was Refused on 15/11/2013.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is unsuitable for employment use.	
SITE SUMMARY:		
The site faces numerous development and access constraints, is in a peripheral location and is not suitable for employment. The site should not be released from the Green Belt for employment use.		

Land off South Lane [NLP58] [0960]



GROSS SITE AREA:
5.88 ha

ESTIMATED NET DEVELOPABLE AREA:
5.29 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped site adjacent to Ainleys Industrial Estate. The eastern area was previously excavated to accommodate industrial development. The site comprises both brownfield and greenfield land. Previously allocated for Employment Use, whilst the eastern part has extant planning permission for employment use. The site is proposed as a New Employment site and the western half of the site is designated for waste disposal	
Strategic Road Access	Approximately 1.6 km from the A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Average
Local Accessibility	The existing access is from South Lane and there is potential access from Ainley Bottom via Stub Road. Both are suitable for HGVs. Bus stops on Huddersfield Road (approx. 400m from potential access off Ainley Bottom) with services into Elland, Halifax and Huddersfield. Bus stops on South Parade (approx. 100m from access of South Lane) with services to Halifax Town Centre. Significant frontage onto South Lane and Ainley Bottom however, dense vegetation and topography reduces visibility of the site from the road. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Elland within close proximity of residential areas and services.	Good

Compatibility of Adjoining Uses	The site is bound by the well-established Ainleys Industrial Estate to the north. However, there are residential dwellings fronting onto South Lane which overlook the site from the west. There are a couple of dated units adjacent to the site fronting Ainley Bottom; these are occupied by manufacturers. There is a more modern unit occupied by manufacturers to the north-east of the site.	Average
Developmental and Environmental Constraints	The site is mostly level; however, immediately to the south of the site it slopes steeply up to the north. There are a number of mature trees, mostly on the site boundaries. A public footpath crosses the middle of the site from north to south. There is also a sub-station in the western portion of the site. Overhead cables run down the western boundary of the site. The site may require remediation from past landfill uses. Landownership is unknown. Council Officers in Environmental Health reported that any development will need to be designed to protect existing noise sensitive receptors to the west.	Good
Market Attractiveness	The undeveloped site is adjacent to the established industrial estate with few barriers to delivery. It would make an obvious extension to the industrial estate. There is an existing permission for employment use on the eastern part of site.	Good
Barriers to Delivery and Mitigation	Constrained expansion of land to the south of the site due to the steeply sloping topography.	
Planning Factors	Previously allocated for employment use and eastern part has planning permission for employment use: <ul style="list-style-type: none">• An application for the Replacement of existing flare stack for one of larger capacity was permitted by CBC on 22/08/2007.• An application for a Proposed factory unit (Application to replace an extant planning permission 05/01040 in order to extend time limit for implementation) was permitted by CBC on 29/07/2010.• An application for a Proposed factory unit (Application to replace an extant planning permission 10/00627 in order to extend time limit for implementation) was permitted by CBC on 14/10/2013.• Application 16/00388/OUT for construction of a building to be used for B1c, B2 and B8 use with associated car parking and formation of access was approved 18/8/2016	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as a New Employment site. The site is suitable for B1c, B2 or B8 employment uses.	
SITE SUMMARY:		

This undeveloped site has been previously allocated for employment uses. It is adjacent to the established Ainleys Industrial Estate and has good access to the amenities in services within Elland as well as a local labour supply. Some levelling, site clearance and local access improvements are required. The site offers suitable expansion land for the Ainley Industrial Estate. Development of this site could also unlock access to sites NLP25 and NLP113. The site should retain its designation as a New Employment site.

Land at West End Golf Club Paddock Lane [NLP59] [0968]



GROSS SITE AREA:
2.73 ha

ESTIMATED NET DEVELOPABLE AREA:
2.46 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The potential site is adjacent to the urban area, and is currently part of a golf course and designated as Green Belt and rural openspace. The landowner is proposing either residential or mixed use development. The allocation of the site would be dependent on the outcome of the Green Belt review and or exceptional circumstances. The site is overlooked by residential properties.	
Strategic Road Access	The site is within 2.5 km of access to the A646 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Average
Local Accessibility	Local roads are free flowing and nearby bus stops have frequent services to Norton Tower and Halifax Town Centre. The current access road to the site is from the west at the club house. New access infrastructure would likely be needed to unlock development. The CMBC site assessment score the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site has excellent local labour market catchment but no immediate local services. The site is on the edge of a predominantly residential area.	Very Good
Compatibility of Adjoining Uses	Surrounded by residential properties to the south, east and north east. The other adjacent uses are the golf course. Employment use in this location would be out of character with the surrounding area.	Very Poor
Developmental and Environmental Constraints	There is an electricity substation to the south east corner of the plot though this is small. The gradient is relatively flat. The site is currently in use as a golf course and would need to be released for other uses.	Poor
Market Attractiveness	The site is in a predominantly residential area where employment use would be out of character with the surrounding uses. Market demand for new development	Very Poor

	in this location is more likely to be for residential use.	
Barriers to Delivery and Mitigation	The current use as a golf course may delay development as would the designation as Green Belt. The surrounding residential properties would also limit development options.	
Planning Factors	The site is designated as Green Belt and rural openspace. There is one planning applications relevant to the site: An application for a Vent stack for combined sewer was Permitted CC on 07/03/2007.	
OVERALL SITE RATING	Very poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. Retain designation as Green Belt and rural openspace.	

SITE SUMMARY:

The site is not appropriate for employment uses. It is surrounded by residential properties and is currently used as a golf course. The site is also designated as Green Belt and rural openspace. The site should not be allocated for employment use.

Land off Adelaide Street [NLP60] [0971]



GROSS SITE AREA:
0.28ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is used as a garage and car sales. The yard in the north of the site is a car storage yard. The building to the south is of poor quality, with three storeys. The building has an active workshop/garage on the ground level storey. The business occupiers are unknown. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is within 1 km of the A58.	Good
Local Accessibility	The site has a good access entrance and two large loading doors to the building. However the site is inaccessible to HGVs. There is car parking on the land used to store cars to the north of the site. The site is within 400m of a bus stop served by the 532 on Gibbet Street. The CMBC site assessment scores the site's distance from a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is in Halifax in an area composed of mostly industrial employment land use as well as non-employment uses such as retail and residential. The site has good access to local labour and local services.	Very Good
Compatibility of Adjoining Uses	The site is in a predominantly employment area. There are some residential properties nearby but not adjacent to the site. Directly adjacent to the site are other industrial related employment uses.	Very Good
Developmental and Environmental Constraints	The site is fully developed with no potential to expand other than to change the use of the land used to store cars. The building is old and of poor quality, which would need significant refurbishment to bring it to a modern business standard.	Average
Market Attractiveness	Whilst the building is of poor quality and would benefit from refurbishment the site is fully occupied. The site is in an established industrial area in Halifax though serves	Average

	the lower end of the market. Constraints to accessing the site means that it will only appeal to local SMEs.	
Barriers to Delivery and Mitigation	The site is in existing employment use.	
Planning Factors	The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site is well located in a predominantly industrial area of Halifax, and would be appropriate for future B1c and B2 employment use.	
SITE SUMMARY:		
The small site is fully developed and fully occupied, though the building is of poor quality in need of refurbishment and under-utilised. The site is designated as a Primary Employment Area and should be retained for B1c and B2 employment use.		

Land off Lister Lane [NLP61] [0974]



GROSS SITE AREA:
0.31 ha

ESTIMATED NET DEVELOPABLE AREA:
0.16 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently accessed through NLP62 to the west. The site is a small rectangular plot currently accommodating temporary storage units/containers. The site is wooded and there is no access from Lister Lane. The site is designated as a Primary Employment Area, and was a former bowling club, although now completely overgrown.	
Strategic Road Access	Within 1km of the A58	Good
Local Accessibility	The site currently shares access with the adjacent employment site to the west (NLP62). There are bus stops within 400m. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax with a large labour market catchment and good access to local services.	Very Good
Compatibility of Adjoining Uses	The site is opposite residential properties to the east on Lister Lane. There are occupied and vacant employment sites adjacent to the site to the west and north.	Average
Developmental and Environmental Constraints	The site offers a small area for development though the eastern portion of the site is difficult to access. The site's access road is in need of improvement. Redevelopment of the site is likely to be dependent upon the landowner's intentions and their proposals for the adjacent site NLP62. The adjacent residential properties are buffered by trees though they may still limit development options.	Average / Poor
Market Attractiveness	The small plot has difficult access arrangements and its availability and development is expected to be dependent upon its adjacent site NLP62. However, if it were brought to market it may receive interest in refurbishment as it is located adjacent to established employment sites and industrial uses. This area of Halifax has seen recent improvements and refurbishments to nearby employment sites and	Average

	buildings.	
Barriers to Delivery and Mitigation	Development of the site is expected to be dependent upon the development of the adjacent site NLP62. Consultation with the landowner is required to determine intentions for the two sites.	
Planning Factors	The site is included in the boundary of an application for the proposed change of use of part of existing Class B2 general industrial site to a Class B2 general industry, Class B8 storage and Class D2 sports hall, with associated parking Permitted CC on 28/01/2015.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	The site should retain its designation as a Primary Employment Area. B1c or B2 uses would be most suitable for the site due to its location in a predominantly industrial area but recognising that part of the site is in proximity to residential properties.	
SITE SUMMARY:		
The small site is located adjacent to existing employment and industrial uses, but also to residential properties (though it is currently buffered by trees). The access to the site is constrained and dependent upon the adjacent site NLP62. The site should retain its designation as a Primary Employment Area. If it were to be redeveloped then B1c or B2 uses would be most suitable given its location within an industrial area but also in proximity to residential properties.		

Land off Arnold Street [NLP62] [0975]



GROSS SITE AREA:
0.66ha

ESTIMATED NET DEVELOPABLE AREA:
0.33 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The brownfield site is designated as a Primary Employment Area. Part of site is existing employment, but the majority is vacant brownfield land used to store materials. The site is in a predominantly industrial employment area. The site boundary extends further to the south and incorporates existing employment units. These units consist of a large workshop with a vehicle repair garage. The net developable area is therefore reduced to reflect this.	
Strategic Road Access	The site is within 1 km of the A58 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	Access from Arnold Road onto Gibbet Street. HGV accessible yard. Bus stops in close proximity. (532 service). The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is well located in Halifax with a good local labour market catchment and access to local services.	Very good
Compatibility of Adjoining Uses	The site is within a predominantly industrial employment area, with most of the adjoining land uses being active employment sites. To the south of the site is a number of residential properties, but the majority of the site is surrounded by employment.	Very Good
Developmental and Environmental Constraints	Possible remediation works required for the brownfield land. The site may have mixed ownership and access is shared with adjacent units. Whilst much of the site is	Average

	undeveloped the there is no potential to expand the site. The site offers a small area for development of c.0.33 ha.	
Market Attractiveness	The area generally consists of lower quality units though there are on-going refurbishment works to the two largest units nearby. There are few vacancies in this area though several buildings are under-utilised. Development of the site for employment use would therefore likely be attractive for B1c, B2 or small B8 users.	Average
Barriers to Delivery and Mitigation	The site may have multiple land owners which may delay delivery of the site. The brownfield site would likely need remediation works which may affect viability. There are no other obvious barriers to delivery.	
Planning Factors	Site included in boundary of an application for Proposed change of use of part of existing Class B2 general industrial site to a Class B2 general industry, Class B8 storage and Class D2 sports hall, with associated parking was Permitted CC on 28/01/2015.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1c, B2 or a small B8 development would be appropriate for the site and wider area it is located in.	
SITE SUMMARY:		
The small site is in an existing industrial area with two on-going refurbishment projects of the largest units. The site is already designated as a Primary Employment Area and should be retained for future B1c, B2 or B8 employment use.		

Clarence Mill Pellon lane [NLP63] [0976]



GROSS SITE AREA:
0.28 ha

ESTIMATED NET DEVELOPABLE AREA:
0.25 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site consists of a partly demolished mill building, and is designated as a Primary Employment Area. Land to the east of the site is currently being used by PMG Car Sales. Only a small triangular plot to the north of the site is undemolished.	
Strategic Road Access	The site is within 1km of the A58.	Good
Local Accessibility	The site has its own access road and a bus stop opposite with services to Halifax Town Centre, Mixenden, Wheatley and Pellon. With improvement works the access could be suitable for HGVs however the adjoining main road is busy with traffic. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax to the west of the town centre on Pellon Lane. As well as excellent access to the local labour market the site has immediate access to services and shops.	Very Good
Compatibility of Adjoining Uses	The site is located amongst a mixture of employment and industrial uses alongside residential properties. Redevelopment of previous employment sites would not detract from the local character of the area.	Very Good
Developmental and Environmental Constraints	The site contains a small electricity substation. Part of the site needs demolishing or significant refurbishment works. The brownfield land may require remediation works. The remainder of the site is ready to be developed and predominantly level. The access road onto the site could be improved. Land ownership is unknown which may delay or be a barrier to development.	Poor
Market Attractiveness	The site is located in close proximity to existing industrial	Good /

	and employment uses. The area features generally average or poorer quality units but they are well occupied. The site is in a good location relative to Halifax Town Centre, though the site is limited by its small size.	Average
Barriers to Delivery and Mitigation	There are no obvious barriers to delivery. Unknown landownership may delay or be a barrier to development.	
Planning Factors	The site is designated as a Primary Employment Area. There are two planning applications relevant to the site: An application for the Proposed change of use and redevelopment of the existing mill to form business centre was Permitted CC on 09/07/2008.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be suitable for B1c or B2 employment use.	
SITE SUMMARY:		
The site is small but in a good location in close proximity to other employment uses and close to Halifax Town Centre. The site requires some onsite access infrastructure improvements but is generally well connected and has no known barriers to development.		

Land off Lower Edge Road/Shaw Lane [NLP64] [0978]



GROSS SITE AREA:
8.31 ha

ESTIMATED NET DEVELOPABLE AREA:
7.48 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The greenfield site is designated as Green Belt and adjacent to the existing urban area of Elland. A section of land to the North-East corner of the site is also designated Cycle corridor. The site is adjacent to the 'Old Earth' school and residential properties to the west, and site NLP116 to the east.	
Strategic Road Access	Approximately 950m to A629. Highways England identified that development of this site would have no significant impact on the strategic highway network.	Good
Local Accessibility	Lower Edge Road is reasonably steep and narrow; there is a 20mph speed restriction in place. Shaw Lane is not accessible for vehicles over 7.5 tonnes immediately after the turn-off to the quarry. Shaw Lane is fairly wide but would need re-surfacing. It leads to disused quarry so suitable for HGV access. It has a fairly steep gradient down to the quarry site. Approaching the site from Lower Edge Road is unsuitable for large volumes of traffic as it passes through quiet residential areas. If the site were to come forwards for employment use a more appropriate access to the site would be to provide new infrastructure connecting to the Lowfields Industrial Estate to the north. However this would require a significant level of public sector funding. If such an access route could be provided then it would improve the attractiveness of the site for employment use. There are bus stops on Lower Edge Road (opposite Lodge Drive) with services to Brighouse Town Centre, Elland	Poor

	Town Centre, Halifax Town Centre and Dewsbury.	
	The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Elland but is accessible from the town centre and has access to a range of services and local labour supply.	Good
Compatibility of Adjoining Uses	Bounded by train line to the north and the Lowfields Industrial Estate north of this. There is a disused quarry (site NLP116) to the east. The current site area is bound to the west by residential properties and the 'Old Earth' School.	Average / Poor
Developmental and Environmental Constraints	<p>The site is relatively flat, with a gentle gradient towards the north of approx. 2m decline. Rights of way cross the site from east to west. There are also overhead power lines and pylons crossing the western portion of the site from north to south. The site would need an appropriate buffer to the sensitive uses to the west which would reduce the net developable area. Excluding these constraints to the net developable area the greenfield site would be readily developable.</p> <p>The main development constraint to the site is the access arrangements. The current access roads are unsuitable for large volumes of employment traffic. The alternative access approach via Lowfields Industrial Estate would require a significant amount of new infrastructure investment.</p> <p>The site is also located in the Green Belt.</p>	Average
Market Attractiveness	This is a large, relatively flat site adjacent to an established residential area. The site would be attractive for residential development but without access infrastructure improvements to connect to the Lowfields Industrial Estate it is unlikely to be attractive for employment use. The site faces few development constraints other than access infrastructure.	Average
Barriers to Delivery and Mitigation	The site requires access infrastructure which is likely to be a barrier to development. The site would also need to be released from the Green Belt.	
Planning Factors	<p>The site is in the Green Belt. The allocation of the site would be dependent on the outcome of the Green Belt review. There are a number of planning applications that are relevant to the site:</p> <ul style="list-style-type: none"> An application for the Change of use of part of field to form 28 space car park and alteration to on-site car parking was Permitted by CBC on 01/05/2014. 	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Safeguard land for long term employment use.	
SITE SUMMARY:		
This is a large, relatively flat greenfield site adjacent to an established residential area, but also south		

of the popular Lowfields Industrial Estate. As the site is within the Green Belt, the allocation would be dependent upon the outcome of the Green Belt review. Access to the site is also poor, and the alternative of providing new access infrastructure from the nearby Lowfields Industrial Estate would likely require public sector intervention. The site is unlikely to be attractive for employment use without the access infrastructure, and is more likely to be an appropriate site for residential development. The site should not be allocated for B-class employment use. However, due to the strategic location near to the Lowfields Industrial Estate, part of the land should be safeguarded to accommodate any potential expansion of the industrial estate. This would only be possible if public sector funding was secured to provide new access infrastructure connecting to the Lowfields Industrial Estate. A portion of this site is required to be safeguarded so that access infrastructure could be accommodated, which would in turn help to unlock the adjacent site NLP116. If this site is developed in its entirety for residential use then it would be more challenging to develop NLP116 site for employment use. Together this site and NLP116 offer the only flood risk free land to expand the Lowfields Industrial Estate.

Land off Stainland Road and Burrwood Way [NLP65] [0982]



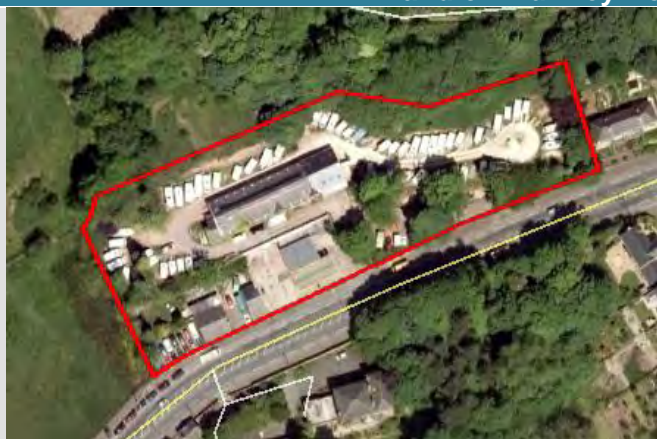
GROSS SITE AREA:
2.04 ha

ESTIMATED NET DEVELOPABLE AREA:
0.958 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is greenfield land within the Green Belt, though adjacent to the Brookwoods Industrial Estate. The west and southern borders of the site are constrained by topography and mature trees though much of the site is level.	
Strategic Road Access	Within 2.5km of the A629 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the strategic road network.	Average
Local Accessibility	B6112 generally traffic free and flowing. Gradient to south west, down to the east and Brookwoods Industrial Estate. The site is within 400m of a bus stop with services to Halifax, Stainland and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is peripheral to Elland in Holywell Green, with some access to local labour market but no local services.	Average/ Poor
Compatibility of Adjoining Uses	Agricultural land to the north and north west. Brookwoods Industrial Estate to the south east. Some residential properties to the west and south west. There are woodland and mature trees on the western and southern borders to residential properties. This buffer would need to be improved if the site were developed for employment use.	Average
Developmental and Environmental Constraints	There are mature trees on the site though these are located on the western and southern border and would	Average

Greenbelt release?	likely need to be retained as a buffer. The net developable area is reduced by the topography in the west and southern portions of the site.	
Market Attractiveness	The site is in a relatively peripheral area from Elland but there is stronger market demand for sites in the south east of the Borough. The site is adjacent to the existing Brookwoods Industrial Estate which is fully developed.	Average
Barriers to Delivery and Mitigation	The site requires a release from the Green Belt	
Planning Factors	<ul style="list-style-type: none">• The site is within the Green Belt.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Allocate for employment. The site would be suitable for B1 or B2 employment use.	
SITE SUMMARY:		
The site is relatively small and has some development constraints, not least its release from the Green Belt and reduced net developable area from the topography. However the site would provide a small extension to the otherwise fully developed Brookwoods Industrial Estate. The site is partially buffered from nearby residential properties in the form of mature trees but would need additional buffering between the land uses. The site would be partly screened by its lower position relative to the residential properties to the west. The site is in a location that caters to local demand.		

Land off Burnley Road [NLP66] [1004]



GROSS SITE AREA:
0.78 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is designated as a Primary Employment Area and is located to the north of Sowerby Bridge and the western edge of Halifax. There is a mix of uses/businesses on the site but they are predominantly vehicle repair/hire. The current occupiers include Jet petrol station, Advanced Auto Services, Warley Springs Garage, Horsfields of Halifax wedding car hire, Horsfield & Sons caravan storage. There are also advertised storage units to let; of the five small storage units one is known to be in use by DJ Painters and Decorators. To the rear of the site there is a large workshop/office building.	
Strategic Road Access	Direct access to Burnley Road A646.	Good
Local Accessibility	The site has multiple direct access points from the main road, though some are likely to be unsuitable for HGVs and there is limited on-site car parking. There is a bus stop within 400m with services to Burnley, Rochdale, Todmorden and Halifax Town Centre. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Halifax and Sowerby Bridge.	Good
Compatibility of Adjoining Uses	There is agricultural land to the west and north of the site. There are residential properties to the south and east. The site is well screened by foliage and walls.	Good / Average
Developmental and Environmental Constraints	The site is fully developed and nearly fully occupied despite being in a relatively peripheral location. There may be opportunities to increase the employment density of the site with future redevelopment. Any future	Average

	redevelopment of the existing petrol station would need remediation works. The site is constrained in part by topography, with a steepening gradient up to the north of the plot and on adjacent land. The only land available for expansion is to the west though topography and mature trees are significant constraints. The site may have multiple landowners.	
Market Attractiveness	The site is nearly fully occupied and appears popular. Its peripheral location is however most attractive to local and family-owned businesses which have been located in the area for a long time. If units become available they are likely to need refurbishment.	Average
Barriers to Delivery and Mitigation	The site is in existing use and almost fully occupied by local businesses. Redevelopment of the petrol station would require remediation works. Landownership is unknown which may delay or be a barrier to any future redevelopment.	
Planning Factors	The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B-Class employment use would be appropriate for any future redevelopment.	
SITE SUMMARY:		
The site is small and in a relatively peripheral location but almost fully occupied. The site is split into two levels and has limited options for expansion or redevelopment. The site should retain its designation as a Primary Employment Area.		

Land at Ingham Lane and Ingham Close [NLP67] [1012]



GROSS SITE AREA:
2.29ha

ESTIMATED NET DEVELOPABLE AREA:
1.95 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The greenfield site is designated as Green Belt and consists of open pastureland. It is also within the Leeds Bradford Airport consult zone and most of the site is a Mineral area of search. This site has previously been identified by CBC as a potential new housing site.	
Strategic Road Access	The site is approximately 1km from the A629 (Keighley Road) In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	The site has significant road frontage on Ingham Lane and Ingham Close. There are no bus stops within 400m of the site. There is no existing car parking onsite. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bradshaw which is classified in the settlement hierarchy as a Neighbourhood/Small Rural Centre. It is approximately 6km north of Halifax.	Poor
Compatibility of Adjoining Uses	The site is in a predominantly rural setting and bound by residential properties to the north, east and south east. There are open fields to the west and south west.	Poor
Developmental and Environmental Constraints	There are a number of mature trees onsite. The site slopes to the north by approximately 3m. The site lacks infrastructure such as drainage and new access infrastructure are needed.	Good
Market Attractiveness	This is a large, gently sloping site adjacent to existing residential properties. Due to these sensitive adjoining uses it is not suitable for development for employment uses. Additionally it is located where there is generally less demand for B-Class employment space. If the site	Poor

	were to be put forwards for development most interest is likely to be for residential development.	
Barriers to Delivery and Mitigation	The site is within the Green Belt and allocation would be dependent on the outcome of the Green Belt review and or exceptional circumstances.	
Planning Factors	The site is designated as Green Belt. There are a number of planning applications relevant to the site: <ul style="list-style-type: none">• Small part of site included in an application for a Change of use of barn & sheep shed to two dwelling houses was Permitted CC on 25/09/2006 and 25/04/2007.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. Not suitable for employment use.	
SITE SUMMARY:		
This is a large, gently sloping greenfield site adjacent to the existing village and residential properties. Due to its location in the Green Belt and the sensitive adjoining uses, it is not suitable for development for employment uses. It is also located in an area where there is generally lower demand for B-Class employment space.		

Clough Mills Halifax Road [NLP69] [1042]



GROSS SITE AREA:
0.33ha



ESTIMATED NET DEVELOPABLE AREA:
0.13 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently 60% occupied by the Trade Part Specialist and is used to store cars. The north-western portion of the site is vacant and overgrown. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is adjacent to the A6036 and within 150m of the A644.	Good
Local Accessibility	The site can be accessed from the A6036 (Halifax Road). The entire site is currently used for parking/storing cars. There are bus stops within 400m of the site with services to Halifax, Leeds and Bradford. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Shelf and is accessible to the nearby urban areas of Northowram and Queensbury. This is a relatively small immediate labour market catchment.	Poor
Compatibility of Adjoining Uses	The site is bound by West Street and residential properties to the north, by open space to the east, by a service station and Halifax Road to the south and by the Trade Part Specialist unit to the west.	Average
Developmental and Environmental Constraints	The site has split levels of approximately 2m. There is an electricity substation on the eastern side of the site.	Average
Market Attractiveness	The adjacent Trade Part Specialist unit is a modern unit and in good condition. The service station to the south is also in good condition. The site is located in a peripheral location away from the areas of greatest demand for B-Class employment space.	Average
Barriers to Delivery and Mitigation	The site is currently in use and occupied by the Trade Part Specialist.	
Planning Factors	The site is designated as a Primary Employment Area. There are two	

	<p>planning applications relevant to the site:</p> <ul style="list-style-type: none"> • Part of site included in an application for a new planning permission to replace an extant planning permission 07/02380 for B1 Business development in order to extend the time limit for implementation was Permitted CC on 19/10/2010. • An application for a Mixed use development of B1: business, warehouse and residential was Permitted on 05/12/2006.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site is suitable for future B class employment land uses.
SITE SUMMARY:	
<p>The site is currently 60% occupied by the Trade Part Specialist and is used to store cars, with the remainder of the site being undeveloped overgrown land. The site is designated as a Primary Employment Area. Whilst planning permission for a mixed use development was originally granted in 2006 this has not come forward. The site is adjacent to a good quality modern unit, which are in demand in the Borough, and therefore employment use of the site should be safeguarded. The site should therefore retain its designation as a Primary Employment Area.</p>	

Land adjacent 44 Northowram Green [NLP70] [1046]



GROSS SITE AREA:
1.19 ha

ESTIMATED NET DEVELOPABLE AREA:
1.07 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is greenfield land. There is a sinkhole on the western half of the site with a drop of approximately 6m in some places. It is currently being used informally as a community open space/garden. The site is designated as Green Belt and as Mineral area of search.	
Strategic Road Access	The site is approximately 400m from the A644 and 600m from Halifax Road (A6036). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	The site can be accessed via a gate and track from Northowram Green. There is a bus stop adjacent to the site with services to Halifax and Bradford. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northern periphery of Northowram, approximately 5km north-east of Halifax. There is a limited labour market catchment and access to services.	Poor
Compatibility of Adjoining Uses	The site is bound by a farm to the north, agricultural land to the east, residential properties to the south and by Score Hill to the west.	Average
Developmental and Environmental Constraints	The sink hole occupies the western half of the site, reducing the net developable area. The site is designated as Green Belt and is informally being used as a community open space/garden. Council Officers in Environmental Health reported that there may be issues of contaminated land.	Very poor

Market Attractiveness	The site is in an attractive semi-rural area. It would be unsuitable for employment uses due to the surrounding residential properties and its peripheral location from B-Class employment sites. It is not suitable for any development due to the sink on the western half of the site.	Very Poor
Barriers to Delivery and Mitigation	The topography of this site is a significant constraint and is considered a barrier to development. Mitigation would require costly remediation and infill works which would likely be disproportionate to the scale of development that could be accommodated on the site.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as Green Belt.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is unsuitable for employment use.	
SITE SUMMARY:		
This is an attractive greenfield site in a semi-rural area, adjoining residential properties. However, the topography of the site reduces the net developable area and therefore makes the site undevelopable. The site should not be released from the Green Belt for employment uses.		

Squire Hill Quarry [NLP71] [1053]



GROSS SITE AREA:
3.76 ha

ESTIMATED NET DEVELOPABLE AREA:
3.01 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a former quarry adjacent to a designated Primary Employment Area to the west and close to an established industrial area to the east. The site is designated as a mineral working site. If allocated the site would act as a natural expansion to the Primary Employment Area. The site is well buffered by mature trees.	
Strategic Road Access	<p>The site is within 1km from the A643/A644 and 3.5km from junction 25 of the M62.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the strategic road network.</p>	Good
Local Accessibility	<p>The site can be accessed off Brookfoot Lane (from the A6025 Elland Road). It involves a very sharp left turn into the site from Brookfoot lane and the track leading into the site is single-track and steeply sloping. It is expected that improvements to the site access road could be made, though this requires further investigation. There are no bus stops within 400m of the site.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located approximately 1km west of Brighouse Town Centre with access to its services and local labour supply.	Good

Compatibility of Adjoining Uses	The site is adjacent to employment uses, including Marshalls Plc. There are a couple of residential properties to the north and east of the site and there is a steeply sloping wooded area between the site and Elland Road to the south.	Good
Developmental and Environmental Constraints	Trees worthy of protection, possible contamination and other ecology constraints may limit development of the site. The site covers a large area, but is a former quarry and would need some levelling works. These factors reduce the net developable area.	Poor
Market Attractiveness	This is a large site in a predominantly industrial area and within close proximity to Brighouse and the strategic highway network. Remediation works and levelling would be required due to its former use as a quarry. The access infrastructure would also likely need to be improved. These factors may make development of the site unviable in the short term.	Poor
Barriers to Delivery and Mitigation	As the site is a former quarry remediation and levelling works are needed. The site access road would benefit from further improvement. Further investigation is needed to determine whether these factors are barriers to delivery or just a development constraint. Remediating the site would improve its attractiveness to potential developers and occupiers.	
Planning Factors	Application for determination of conditions for mineral site/mining site Environment Act 1995 (S.96 & para.9 of Sched.13/para.6 of Sched.14) for surface mineral workings to extract sandstone (Planning Permission Number BR 4793 & 97/01458/MCO) approved on 6/8/2013	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Safeguard land for long term employment use	

SITE SUMMARY:

This is a large site in a predominantly industrial area and within close proximity to Brighouse and the strategic highway network. However, significant remediation is required due to the former use as a quarry. Access improvements are also needed. The site may be unviable to develop for employment use in the short term. If funding sources are available to improve access to and remediate the site this would likely improve its market attractiveness. The site should be safeguarded for long term employment use to take into account possible changes to the viability of development. If developed for employment use B1c and B2 would be the most suitable uses, though B8 uses may be suitable if improvements to the access road are made.

Rear of Calder Industrial Estate West of Woolrow Lane, Bailiff Bridge [NLP72] [1056]



GROSS SITE AREA:
10.27ha

ESTIMATED NET DEVELOPABLE AREA:
6.68 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is vacant greenfield land currently being used for agricultural purposes. It is also within the Green Belt.	
Strategic Road Access	<p>The site is approximately 300m from the A641 (Bradford Road) as the crow flies though within 1 km. However Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). The site is adjacent to the proposed Brighouse bypass which would significantly improve the attractiveness of the site.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.</p>	Good
Local Accessibility	<p>The site is currently difficult to access. There is pedestrian access via a public Right of Way from Bradford Road. There are potential vehicular accesses from the residential estate to the north (Cedar Grove and Farfield Rise) however this is considered unsuitable. Access from the A641 to the west through the existing employment area is the preferred option however this is not possible without demolishing one of the existing units to provide access. Access to the site could easily be provided in the proposed Brighouse bypass. There is a bus stop on Bradford Road with services to Huddersfield and Bradford.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1</p>	Poor

	(>2km).	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bailiff Bridge, approximately 2.5km north of Brighouse town centre. There is a significant local labour supply within close proximity of the site.	Average
Compatibility of Adjoining Uses	The site is bound by residential properties to the north, by a dismantled railway line to the east (with greenfield land beyond), by greenfield agricultural land to the south and by B2/B8 uses to the west.	Good
Developmental and Environmental Constraints	The western half of the site slopes by a 30-40 degree angle and is therefore challenging to develop. The eastern half of the site is relatively flat. There are overhead cables intersecting the eastern half site north to south. There are also overhead cables intersecting the site east to west. There is a beck running along the western boundary of the site. A public Right of Way (footpath) runs along the eastern boundary and cuts across the middle of the site. There are also a reasonable number of mature trees around the boundary of the site which some may be worthy of protection. These factors reduce the net developable area by approximately 65%. CMBC reported that the site may require remediation.	Very Poor
Market Attractiveness	The site is located adjacent to the proposed Brighouse bypass. If the bypass is developed this would significantly improve the attractiveness of the site for development and for employment use. Prior to this the site is unlikely to come forwards. The site has other development constraints such as topography which would limit the net developable area.	Average / Poor
Barriers to Delivery and Mitigation	Site remediation would be needed to mitigate any contamination. An access would need to be created, with the most appropriate option being via the proposed Brighouse bypass. The proposed bypass in the early stages of feasibility and is unlikely to come forwards until the end of the plan period. Without this infrastructure development the site is unlikely to come forwards for development. There is also a lack of mains drainage.	
Planning Factors	The site is designated as Green Belt. There are no recent planning applications.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	The site would be appropriate for employment use providing that the Brighouse bypass is developed. The site should therefore be safeguarded for potential future B-class employment use.	
SITE SUMMARY:		

The site is undeveloped land within the Green Belt. It is adjacent to the urban area and access to the site would need to be provided by the proposed Brighouse bypass. Prior to this infrastructure development the site is unlikely to come forwards for development. Whilst the net developable area is reduced due to topographical constraints, the site would be appropriate for B-class employment providing the access improvements are provided. The site should therefore be safeguarded for future B-class employment use on the grounds that the proposed Brighouse bypass would unlock the site and make it attractive to development.

Land at Hollins Mill Lane [NLP73] [1068]



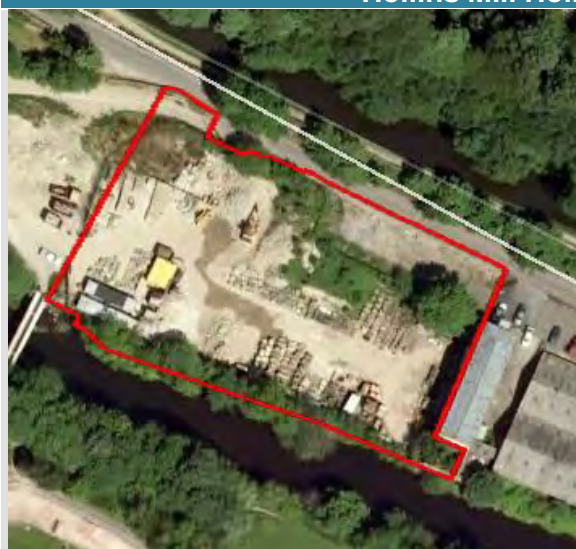
GROSS SITE AREA:
0.28 ha

ESTIMATED NET DEVELOPABLE AREA:
0.14 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is part of a larger site with the adjacent site NLP74 and should be treated as one site. The site features a gravel track from Hollins Mill Lane, mounds of earth and bulk aggregates, a storage shed and storage yard. The site is in active use as a loading and working area. The site is designated as a Primary Employment Area, and part of the site is designated as a Regeneration Priority Area.	
Strategic Road Access	The site is within 1 km of the A646 and A58	Good
Local Accessibility	The site access road from Hollins Mill Lane is relatively narrow and slopes down through the site to the adjacent site NLP74. Access to the site is best from the east along Hollins Mill Lane from the A58. This access road is narrow in places; however it is already used by businesses in the units along Hollins Mill Lane. The site is within 400m of bus stops on the A646 with services to Burnley, Rochdale, Todmorden and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a train station as 2 (800m - 2km).	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Sowerby Bridge with good access to the local labour market, and local services within 1km.	Good
Compatibility of Adjoining Uses	The site is bound to the south and west by the River Calder, by Hollins Mill Lane and a residential property to the north and the adjacent employment site NLP74 to the east. Beyond Hollins Mill Lane to the north there is the Rochdale Canal, and additional employment sites to the east.	Good / Average
Developmental and Environmental Constraints	The site is within Flood Zones 2 and 3 and would require flood defences. The site is brownfield land which may require remediation. Additionally, the site acts as the access road to the adjacent employment site NLP74	Poor

	which constrains the net developable area. The site would require levelling in places. A waste water pipe crosses the site.	
Market Attractiveness	The site is located in close proximity to other employment sites and the area appears to cater to the lower value market. The site is however in relative proximity to Sowerby Bridge Town Centre. The site's location in Flood Zones 2 and 3 lowers the attractiveness to the market.	Poor
Barriers to Delivery and Mitigation	The site would require improved flood defences before a redevelopment scheme is likely to be developed. The site would need to be redeveloped along with the adjacent site NLP74. The brownfield land may require remediation.	
Planning Factors	The site is designated as a Primary Employment Area. There are historical planning applications relevant to the site, and part of it was included in the boundary of an application for : <ul style="list-style-type: none">for the approval of design & external appearance of building plus landscaping & boundary treatments for 81 dwellings (Reserved Matters Pursuant to Outline Planning Permission 04/00180) was Approved on 17/01/2007. The permission has since expired.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1 or B2 employment uses would be suitable for the site.	
SITE SUMMARY:		
The site is located in an area of relatively poor quality employment sites and faces numerous development constraints, including Flood Zone 2 and 3. The site is connected to the adjacent site NLP74 which is currently being used as a storage yard for construction materials and could be used more employment intensively if redeveloped. However, redevelopment would likely be dependent upon improved flood defences. The site should be retained as a Primary Employment Area.		

Hollins Mill Hollins Mill Lane [NLP74] [1069]



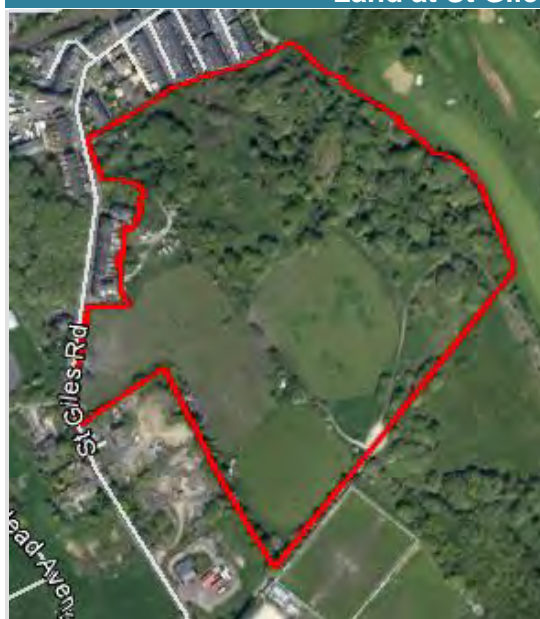
GROSS SITE AREA:
0.48 ha

ESTIMATED NET DEVELOPABLE AREA:
0.432 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is part of a larger site with the adjacent site NLP74 and should be treated as one site. The site is currently used by a local construction company as a storage area for materials and plant. The yard is active and uses the access from the adjacent site NLP73. The site is designated as a Primary Employment Area, and part of the site is designated as a Regeneration Priority Area.	
Strategic Road Access	The site is within 1 km of the A646 and A58	Good
Local Accessibility	The site access road from Hollins Mill Lane is relatively narrow and slopes down to the site through the adjacent site to the west (NLP73). Access to the site is best from the east along Hollins Mill Lane from the A58. This access road is narrow in places however is already used by businesses in the units along Hollins Mill Lane. The site is within 400m of bus stops on the A646 with services to Burnley, Rochdale, Todmorden and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a train station as 2 (800m - 2km).	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Sowerby Bridge with good access to the local labour market, and local services within 1km.	Good
Compatibility of Adjoining Uses	The site is bound to the south by the River Calder, by Hollins Mill Lane to the north and the adjacent employment site NLP73 to the west. To the east are additional employment sites. Beyond Hollins Mill Lane to the north there is the Rochdale Canal. To the north west, though not adjacent, is a residential property.	Good / Average
Developmental and Environmental Constraints	The site is within Flood Zones 2 and 3 and would require flood defences. The site is brownfield land which may require remediation. Additionally, the site can only be	Poor

	accessed from the site directly adjacent to the west (NLP73) and should be considered as one larger site. A waste water pipe crosses the site.	
Market Attractiveness	The site is located in close proximity to other employment sites and the area appears to cater to the lower value market. The site is however in relative proximity to Sowerby Bridge Town Centre. The site's location Flood Zones 2 and 3 lowers the attractiveness to the market.	Poor
Barriers to Delivery and Mitigation	The site would require improved flood defences before a redevelopment scheme is likely to be developed. The site would need to be redeveloped along with the adjacent site NLP73. The brownfield land may require remediation.	
Planning Factors	The site is designated as a Primary Employment Area. There are historical planning applications relevant to the site, and the latest (expired) application was as follows: <ul style="list-style-type: none">• An application for the approval of design & external appearance of building plus landscaping & boundary treatments for 81 dwellings (Reserved Matters Pursuant to Outline Planning Permission 04/00180) was Approved on 17/01/2007. The permission has since expired.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1 or B2 employment uses would be suitable for the site.	
SITE SUMMARY:		
The site is located in an area of relatively poor quality employment sites and faces numerous development constraints, including Flood Zone 2 and 3. The site is connected to the adjacent site NLP73 which provides access. The site is currently being used as a storage yard for construction materials and could be used more employment intensively if redeveloped. However, redevelopment would likely be dependent upon improved flood defences. The site should be retained as a Primary Employment Area.		

Land at St Giles Road, Lightcliffe [NLP75] [1072]



GROSS SITE AREA:
9.36 ha

ESTIMATED NET DEVELOPABLE AREA:
7.956 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site within the Green Belt. It is currently used for dog walking and horse grazing. A portion of the site to the east is also designated mineral working sites and waste disposal.	
Strategic Road Access	<p>The site is only 100m from the A649. It is also within 800m of both the A644 and the A58.</p> <p>Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.</p>	Good
Local Accessibility	<p>The site can be accessed from St Giles Road, though this is considered unsuitable for large volumes of employment related traffic or HGVs. New accesses could be created from the residential streets to the north of the site (Ivy Crescent, Ivy Terrace, Park Place West, Park Place East and Park View). There is a low bridge under the railway on St Giles Road. There are a couple of bus stops on the A649 with services to Brighouse, Halifax, Leeds and Bradford.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Poor

Proximity to Urban Areas and Access to Labour and Services	The site is located within Hove Edge, between Lightcliffe and Hipperholme. It is accessible to nearby residential areas, providing some degree of local labour supply. There are no local services.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by residential properties to the north and west, a quarry and sports field to the south and a golf course to the east.	Average / Poor
Developmental and Environmental Constraints	The site is 20m from a Grade II Listed Building on St Giles Road (Yew Trees, ref: 1133823). There is a public Right of Way intersecting the southern quarter of the site and running along the northern boundary. A previous assessment undertaken for CBC flagged that the site had signs of mineral extraction. There were signs of a disused shaft in the north-eastern corner and a disused tip in the eastern half of the site. The site may require remediation works in places. There is also significant tree coverage, some of which may be worthy of protection. These constraints reduce the developable area. Access to the site is a constraint to development. The site is designated as Green Belt.	Average / Poor
Market Attractiveness	This is a large, level greenfield site adjacent to the village of Lightcliffe and in close proximity to established employment sites to the west. Taking into account these neighbouring uses, the site would be suitable for mixed use development or a zoned masterplan of employment use separated from new residential development. However, the eastern half of the site is reasonably constrained due to its previous use for mineral extraction and a disused tip. The western half would be attractive for development as it is easily accessible from St Giles Road.	Average
Barriers to Delivery and Mitigation	Remediation would be needed to mitigate any impact from contamination. The access from St Giles Road would need improving and/or new access roads would need to be created.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as Green Belt.• Clearance issue and ABC (aerial bundled conductor) works – no objections, 25/8/2016	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for B class employment. The current access roads to the site are inappropriate for employment related traffic and there are no realistic alternatives without demolishing existing properties between the A644 and Spout House Lane.	
SITE SUMMARY:		
<p>This is a large, level greenfield site adjacent to the village of Lightcliffe and the existing Crosslee site to the west. Access to the site is a barrier to delivery, because Spout House Lane (from the east) and St Giles Road (from the west) are unsuitable for HGV traffic. Without demolishing existing properties between Spout House Lane and the A644 there is no suitable access road to the site.</p> <p>If a suitable access road could be provided then the site would be appropriate for B class employment use, with B1c, B2 preferred. The eastern half of the site is constrained due to its previous use for mineral extraction and as a tip. Allocation of the site would also be dependent on the outcome of the greenbelt review and/or exceptional circumstances.</p>		

Southedge Quarry Brighouse Road [NLP76] [1077]



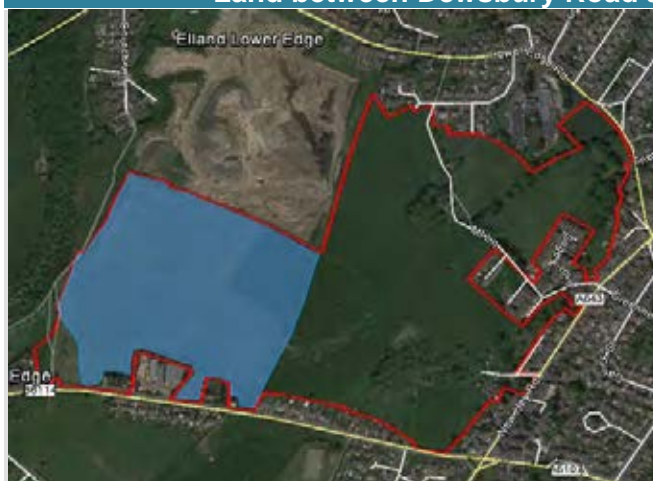
GROSS SITE AREA:
15.12 ha

ESTIMATED NET DEVELOPABLE AREA:
12.096 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a former quarry site which is now greenfield. An area to the north-west of the site is within the Green Belt. It is currently designated as a New Employment site in the existing RUDP.	
Strategic Road Access	The site is adjacent to the A644 (Halifax Road). Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme (to commence 2015/16-2019/20). Interim traffic improvements to gyratory.	Good
Local Accessibility	The site can be accessed via a lane from the A644. A new access could also be created from the adjoining residential development. There are a couple of bus stops within 400m with services to Hipperholme, Brighouse, Halifax and Huddersfield. The site has significant frontage onto the A644 and is therefore highly visible. Highways England scored the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 500m south of Hipperholme, with access to its range of services and local labour supply. The site is 3km north-west of Brighouse town centre.	Average / Poor

Compatibility of Adjoining Uses	The site is bound by the train line and recent residential development to the north, by the A644 to the east, by Brow Mills Industrial Estate to the south and by woodland to the west.	Average
Developmental and Environmental Constraints	The site is a former quarry and would require significant remediation works to bring the site into use. There are a number of mature trees around the site boundary and also in the middle of the site, some of which may be worthy of protection. The highway access would need to be improved and/or a new access created. There is a lack of infrastructure on the site in terms of drainage. The adjoining residential development is a sensitive use and restricts the development uses on this site. There are a number of public Rights of Way (footpaths) intersecting the southern half of the site. The site also slopes by approximately 3m from east to west. A previous assessment undertaken for CMBC also identified that there may be archaeology and ecology constraints, and a bat alert.	Very Poor
Market Attractiveness	This is a large site adjacent to the urban area and in close proximity to Hipperholme. The site has numerous development constraints, most notably the remediation required following its use as a quarry. Commercial agents reported that this deters development and is likely to be unviable to develop for employment use.	Poor
Barriers to Delivery and Mitigation	Remediation would be needed to deal with any contamination and highways access would need to be improved.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as a new employment site	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	De-allocate from its current designation as a New Employment site. The site would be unviable to develop for employment use due to the costs of remediation.	
SITE SUMMARY:		
This is a former quarry site which is now greenfield. It is a large site adjacent to the urban area and in close proximity to Hipperholme. The site has significant constraints and is likely unviable to develop for employment use. Commercial agents reported that this has deterred development in recent years over concerns about viability. The site should be de-allocated from its current designation as a new employment site.		

Land between Dewsbury Road and New Hey Road [NLP77] [1078]



GROSS SITE AREA:
27.61 ha

ESTIMATED NET DEVELOPABLE AREA:
20.71 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The large site is undeveloped Green Belt located to the south west of Brighouse. The site is predominantly level and used for grazing, with few mature trees. Land to the centre and West of the site is designated Green Belt; Leeds Bradford Airport consult zone and, towards the far West, Wildlife corridors. Land to the North and East is designated Protected land. A section of land to the South-East corner is designated as urban open space.	
Strategic Road Access	<p>The site is adjacent to the A643.</p> <p>The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site will have a significant traffic impact on the strategic road network (SRN) at M62 junctions 24 and 25. It is suggested that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). Highways England stated that additional mitigation was likely to be required by 2028.</p> <p>If the proposed M62 junction 24a were to be developed it would greatly improve the accessibility to the site.</p>	Good
Local Accessibility	<p>The site has numerous existing and potential access points. The north eastern portion of the site is accessed from Mount Lane or a new access could be provided from Lower Edge Road. Mount Lane is currently not suitable for motor vehicles in places as it becomes an overgrown footpath. There are potential accesses from adjoining residential developments on the northern (Shannon Road) and eastern elevations (Spout Hill). The south of the site could be accessed from Dewsbury Road.</p> <p>There is a bus stop on the A643 New Hey Road (to the east of the site) with buses to Brighouse Elland, Halifax and Huddersfield. There is also a bus stop on the</p>	Good

	<p>B6114 Dewsbury Road (south of the site) with busses serving Brighouse, Elland and Halifax.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Rastrick / Brighouse which has good access to the local labour market. The site would need new local services however.	Good
Compatibility of Adjoining Uses	<p>The site is bounded to the north by a quarry and residential; to the east and south by residential properties and to the west by open grassland.</p> <p>There is an industrial unit adjacent to the site on the southern boundary fronting onto Dewsbury Road (Northern Truss Joist). Upper Edge Baptist Church is adjacent to the south-west corner of the site. This south west portion of the site closest to the church would likely remain undeveloped however due to the location of a large pylon with overhead lines and an electrical substation.</p>	Good / Average
Developmental and Environmental Constraints	<p>There are some mature trees on the site along Mount Lane though the majority of the site is greenfield land being used for grazing. There is approximately a 5m incline north to south over the site though given the size of the site area this is not a significant constraint to development.</p> <p>There is a pylon in the south-western corner of the site with overhead cables running along the western boundary of the site. There is also an electrical substation by the pylon. This constrains the net developable area though there is still a large area available for development.</p> <p>CMBC Environmental Health team commented that housing would be inappropriate near to the quarry or the existing employment site on Dewsbury road. There is therefore the potential to develop a masterplan for the site including residential areas separated from employment by a generous natural buffer and open space.</p>	Very Good
Market Attractiveness	This is a large undeveloped site adjoining residential properties, a small existing employment site and an active quarry. The site is greenfield with few development constraints which is attractive for developers. The scale of the site offers the potential for a significant quantum of employment space to be developed, as part of a wider mixed use masterplan with residential properties and an open space buffer. If the M62 junction 24a were to be developed it would greatly improve the attractiveness of the site.	Very Good
Barriers to Delivery and	The site would need to be released from the Green Belt. Due to the	

Mitigation	scale of the site it would likely be delivered in the medium to long term. Early development of the M62 junction 24a would likely accelerate delivery of the site because of the improved market attractiveness.
Planning Factors	<ul style="list-style-type: none"> The site would need to be released by the Green Belt.
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	The site should be zoned with sub-areas allocated for B-class employment, open space, and residential development. The site is large enough to accommodate a new employment site within a wider masterplan involving residential and other non B-class uses. The western area of the site to the south of the quarry could be developed as a self-contained employment site for B-class uses.

SITE SUMMARY:

This is a large site that could be suitable for mixed use development including B-Class uses to the west. There are a number of potential access points and bus stops in close proximity. The topography of the site, the number of mature trees and the adjacent quarry and the overhead power lines are constraints to development.

As a broad indication of the quantum of employment land that could be delivered, a portion of the site south of the quarry and adjacent to the existing employment uses could be developed (blue shaded on the map). This area could accommodate in the region of 7.85 ha net developable area for employment use. This proposed approach would also allow for residential development with a generous open space buffer. Due to the size of the site it would likely be delivered in the medium to long term of the plan period. The site should be zoned into sub-areas with allocations for B-class employment, open space and residential development.

Land at Whitwell Green Lane [NLP78] [1082]



GROSS SITE AREA:
3.11ha

ESTIMATED NET DEVELOPABLE AREA:
0.72ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a Primary Employment Area and there are wildlife corridors on site. The site is occupied by Interweave Textiles for B8 use. There is low value public open space in the north of the site, designated as urban open space.	
Strategic Road Access	Approximately 1km from the A629. Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.	Good
Local Accessibility	The site is accessed off Whitwell Green Lane. There is a bus stop on Whitwell Green Lane adjacent to the site, with busses serving Elland. There are also two bus stops on Dewsbury Road (approx. 50m south of the site) with buses serving Elland, Halifax and Brighouse. the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location on the edge of Elland, though it has access to the local labour market, though there are no services in the immediate area.	Good
Compatibility of Adjoining Uses	The site is bound by the A629 to the west, residential properties to the north and south and Whitwell Green Lane to the east.	Average / Poor

Developmental and Environmental Constraints	The site is relatively level and faces few development constraints. The undeveloped land to the east and north is designated as urban open space. The land to the east would be suitable for B1 employment use development to be compatible with the adjacent residential properties.	Good
Market Attractiveness	The site is visible and accessible from Whitwell Green Lane, and is located in an area where there is generally strong demand for industrial space. The buildings are however dated and in poor condition.	Average
Barriers to Delivery and Mitigation	The majority of this site is currently occupied. The eastern portion fronting Whitwell Green Lane is developable but the western portion is not suitable for development due to lack of a suitable access and the irregular shape.	
Planning Factors	The majority of the site is designated as a Primary Employment Area, with the undeveloped land to the east and north designated as urban open space.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The undeveloped land to the east should be allocated for B1 employment use.	
SITE SUMMARY:		
The site is currently occupied although there is potential to intensify its uses, albeit new development would have to respect the residential properties backing onto the site from the north. However, the existing open space acts as a buffer between the residential and industrial uses. A portion of openspace should be retained to act as a buffer or appropriate employment use such as B1 could act as a buffer.		

Land between Crow Bottom and Calder and Hebble Navigation [NLP79] [1086]



GROSS SITE AREA:
0.26 ha



ESTIMATED NET DEVELOPABLE AREA:
0.23 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Vacant brownfield land within a designated Primary Employment Area. The site is a small rectangular plot which would need a new access road.	
Strategic Road Access	The site is in close proximity to the A620 (approximately 1km).	Good
Local Accessibility	<p>The site could be accessed from Gas Works Lane, dependent on land ownership. However, the lane is single track and not tarmacked, so would need improvement. Gas Works Lane passes under a bridge before accessing the site, therefore, limiting the height of vehicles able to access the site. The size of the site is unlikely to attract employment uses that would require HGV access. There are no bus stops within 400m.</p> <p>Access could be gained from Premier Way depending on land ownership. Premier Way is within the popular Lowfields Industrial Estate. The roundabout to the west of Premier Way has sufficient space to accommodate a new access road to the site.</p> <p>the CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Elland within the Urban Boundary and with access to labour and services.	Good
Compatibility of Adjoining Uses	The site is bound by the Hebble Navigation to the north. There are industrial units adjacent to the site to the east (ADD Express National Pallet Distribution). To the south the site is bound by 1-3 Crow Bottom and Henry Walker Transport and the River Calder beyond.	Very Good
Developmental and Environmental Constraints	The site is within Flood Zone 3 which is a development constraint. An access from Gas Works Lane and/or Premier Way is needed.	Very Poor

Market Attractiveness	The industrial units fronting onto Premier Way are in good condition and mostly occupied. Access off Premier Way would be desirable but dependent on land ownership. The cost of creating an access in relation to the size of the site is likely to mean development of the site would not be viable. However, the site could provide natural expansion space for the adjoining industrial unit.	Average / Poor
Barriers to Delivery and Mitigation	A new access would need to be provided from Premier Way to unlock the site and make it attractive to development. This may be a barrier due to the small scale of the site. The site is also within Flood Zone 3 and therefore may be a barrier to development without flood defence works.	
Planning Factors	An application for Change of use of land to store industrial vehicles (Retrospective) was Permit CC on 29/11/2013	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	The site should be retained for employment uses. The site would be suitable for small scale B-class employment uses, such as B1c or B2.	

SITE SUMMARY:

This site is vacant brownfield land adjacent to the existing Lowfields Industrial Estate and surrounding units are in good condition and occupied. However, there are local accessibility constraints which need to be overcome to unlock the site. The site is also in Flood Zone 3 which is likely to constrain development until mitigation is provided.

Site at Church Street [NLP80] [1087]



GROSS SITE AREA:
1.61ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is brownfield land with a mill building occupying the northern portion which is in fairly good condition although seems to be vacant. The vacant land to the south is currently being developed for industrial uses (Sheard Packaging). The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is approximately 1km from the A629, which can be accessed via Stainland Road (B6112). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	The site can be accessed from Church Street. There is limited parking onsite and bus stops on Stainland Road (B6112) within 60m of the site, with busses serving Greetland, Elland, Halifax, Huddersfield and Dewsbury. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Elland with access to labour and services.	Good
Compatibility of Adjoining Uses	The site is bound by industrial/commercial uses to the north and east, Church Street to the west and Calder Street to the south. Neighbouring uses are industrial/commercial with HGV access. The site is suitable for employment uses and to intensify the existing uses.	Good
Developmental and	The site is currently vacant but further development is taking	Poor

Environmental Constraints	place to intensify the industrial uses. The site will be fully developed in the short term, though the vacant mill building offers potential for refurbishment or redevelopment. The site is located in Flood Zone 2 and 3 which will limit the development options for the site.	
Market Attractiveness	This is an attractive site for industrial uses, however further development is taking place to intensify uses on the site. The site is located within Flood Zone 2 and 3 which is unattractive to most B-Class employment uses. However, the site is located in a part of the Borough where there is generally strong demand for industrial premises.	Average / Poor
Barriers to Delivery and Mitigation	Part of the site is being developed for new industrial uses, which will make the site fully developed. The site is located in Flood Zone 2 and 3 and flood defence improvements would likely increase the attractiveness of redeveloping the remainder of the site.	
Planning Factors	<p>The site is designated as a primary employment area. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for Construction of 2 Industrial Units is Permitted 23/12/2016 and under construction • An application for 14 industrial units, office and yard (Amended Plans And Description) was Permit CC on 19/04/2007 • An application for 14 industrial units, office and yard (Application to replace an extant planning permission (06/00021/FUL), in order to extend time limit for implementation for further three years) was Permit CC on 01/12/2010 • An application for 14 industrial units, office and yard (Amended Plans And Description) was Permitted on 19/04/2007 • An application for 14 industrial units, office and yard (Application to replace an extant planning permission (06/00021/FUL), in order to extend time limit for implementation for further three years) was Permitted on 01/12/2010 	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B-class employment uses are appropriate for the site.	

SITE SUMMARY:

This flat site is surrounded by industrial/commercial uses and is accessible from Stainland Road and via public transport. Work is ongoing to intensify industrial uses on the site, though the mill building remains vacant and available for redevelopment. The site is located in an area of generally high demand for industrial units. However it is also located in Flood Zone 2 and 3; flood defences would improve the attractiveness of redeveloping the site. The site should be retained as a Primary Employment Area.

West Vale Works Stainland Road, West Vale [NLP81] [1088]



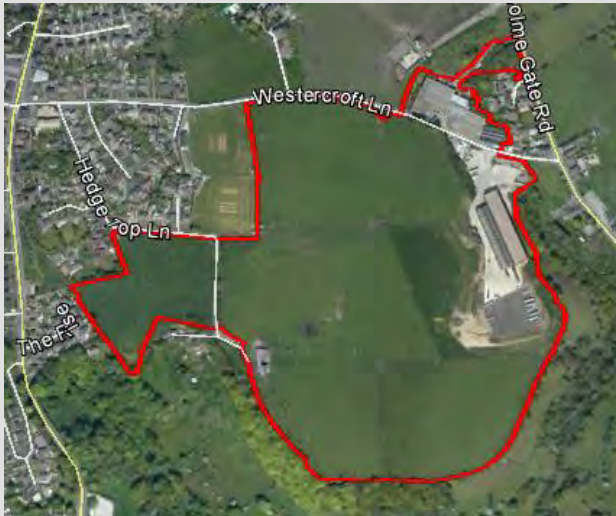
GROSS SITE AREA:
0.80 ha

ESTIMATED NET DEVELOPABLE AREA:
0.18 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located in West Vale close to Elland and consists of a large vacant mill building in need of refurbishment, and several smaller vacant buildings. The site is currently designated as a Primary Employment Area.	
Strategic Road Access	Within 2.5 km of the A629	Average
Local Accessibility	<p>Busy road B6114 borders the site, but the yard is HGV accessible. There are multiple bus stops outside the site with services to Brighouse, Halifax, Stainland and Huddersfield. The site has several access roads and some room for car parking.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in West Vale on the edge of Elland, with local labour market catchment. The site has good accessibility to local services within walking distance.	Good / Average
Compatibility of Adjoining Uses	There is a mix of residential and commercial uses nearby, predominantly retail and some B1a use. There are a couple of small light industrial workshops to the south. To the north is a cricket pitch and bowling green.	Average
Developmental and Environmental Constraints	<p>The site consists of multiple buildings which may have a number of different owners; additionally, part of the site is fenced off near to the site entrance.</p> <p>Significant demolition or renovation works are needed to bring the site up to modern standards. The brownfield site may also need remediation. The site has a flat topography but has no potential for expansion.</p> <p>Much of the site is fully developed, although it consists</p>	Very Poor

	of a number of vacant buildings in need of refurbishment. The north west of the site is in Flood Zone 3 which constrains the net developable area.	
Market Attractiveness	<p>The site is located in a relatively busy local commercial area, adjacent to the designated West Vale Town Centre. The area is predominantly commercial and residential in character.</p> <p>The market attractiveness of the site solely for employment use is weak as viability would likely be an issue.</p> <p>However, the site is in a prominent location to West Vale Town Centre and could be an attractive mixed use development offering small scale B1c workshop space and B1a office space along with other uses such as residential and retail.</p>	Average / Poor
Barriers to Delivery and Mitigation	Market demand for mitigation works. Possibly ownership issues, although the site could be redeveloped in phases. Possibly/likely listed building.	
Planning Factors	<p>The site is a designated Primary Employment Area. A number of recent planning applications are relevant to the site:</p> <ul style="list-style-type: none">• An application for Demolition of buildings (Demolition Notification) was considered “Prior Approval Not Required” on 23/11/2012• An application for Demolition of buildings (Demolition Notification) was considered “Prior Approval Not Required” on 08/06/2012• An application for Demolition of mill buildings (Demolition Notification) was considered “Prior Approval Required” on 30/03/2016	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Release for mixed use development. The site would be suitable for a component of B1 employment use along with a mix of residential, retail and leisure.	
SITE SUMMARY:		
The site has good potential for mixed use development of apartments and offices. The site has significant development constraints including flood risk but it is in a good location and is accessible. The site should be released for mixed use development.		

Lumbrook Mills Westercroft Lane [NLP82] [1103]



GROSS SITE AREA:
24.63 ha

ESTIMATED NET DEVELOPABLE AREA:
15.17 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The majority of the site is greenfield land designated as Mineral Area of Search and Green Belt. Part of the site is used for employment use, with some large units and overall an active employment area with fully occupied units. Current occupiers are M&S Engineering, Northern Escalator Installations, Preston Fuels, ICD Tyres (fleet management). The units to north are owned by Cullingworth LLP. The majority of the rest of the site area is in agricultural use. A section of the site to the north east is designated wildlife corridors.	
Strategic Road Access	Within 1 km of the A644. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	The existing employment units have good HGV access and large storage yards. On site car parking for all units. Access to potential new employment land on Westercroft lane is very poor however. This road could easily be expanded along the northern boundary of the site but would be constrained where it runs alongside the existing employment units. This may prevent the access road from being improved. The site is further than 400m from bus stops. the CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in a very peripheral location to the east of Northowram. The site has a small immediate labour market catchment and no local services in close proximity to the site.	Poor

Compatibility of Adjoining Uses	The site is in a predominantly rural setting with the majority of adjoining land being agricultural land, though there are residential properties to the west. The site is mostly buffered and large enough to have a generous screening land boundary.	Good
Developmental and Environmental Constraints	The site covers a large area and if completely developed would be a large expansion of Northowram. The gradient is not level with the road but is predominantly flat. The site would need new access road/infrastructure improvements which is the greatest constraint to development. The site would need to be released from the Green Belt.	Good
Market Attractiveness	The site is in a peripheral location within the Borough, though has a small number of existing employment units to the east of the site. These units are fully occupied but serve local businesses and would not be an attractive location for large scale inwards investment. The large scale of the site and location mean that speculative development is unlikely to be viable. Instead, if any development were to take place it should focus on providing small workshop style units to serve local SMEs.	Poor
Barriers to Delivery and Mitigation	Access infrastructure improvements would be needed to unlock the site. The site would need to be released from the Green Belt.	
Planning Factors	<p>The site would require a sizeable release of land from the Green Belt. There are a number of planning applications relevant to the site and adjacent properties:</p> <ul style="list-style-type: none"> • An application for Construction of temporary prefabricated steel clad, steel framed store/warehouse was Appeal Dismissed on 20/05/2008 • An application for Proposed earthworks to increase area of existing haulage works was Permit CC on 15/09/2010 • An application for Screening Opinion - Wind Turbine Proposal was decided "EIA not required" on 23/01/2013 	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for employment uses.	

SITE SUMMARY:

The site is in a peripheral location where demand for business premises is generated by small local businesses rather than attracting potential new businesses to the Borough. Access improvements to the site are needed but may not be possible due to the existing units to the east of the site. The site covers a large area and is predominantly level, but would need to be released from the Green Belt. The location of the site is unlikely to generate sufficient interest from potential business occupiers and so the site should not be allocate for employment use.

Site at Northedge Park [NLP83] [1104]



GROSS SITE AREA:
1.90 ha

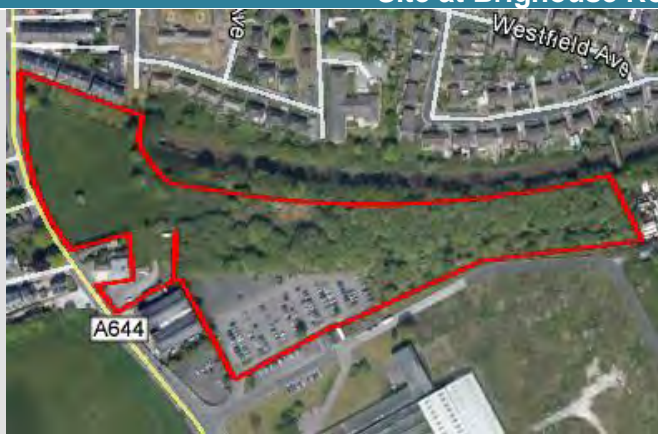
ESTIMATED NET DEVELOPABLE AREA:
1.71 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a greenfield site located immediately adjacent to the urban area of Hipperholme. The site is designated as Green Belt.	
Strategic Road Access	The site is approximately 400m from the A58.	Good
Local Accessibility	Vehicular access to the site is via third party land (single track Boggart Lane off Bramley Lane). Pedestrians can also access the site from Northedge Park. There are no bus stops within 400m of the site and no parking on site. Accessing the site from the A58 is through residential areas.	Poor
	The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the boundary of Hipperholme where there is a relatively small local labour market catchment.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by residential properties to the north and south, by woodland to the west and by open fields to the east. There is a disused quarry to the south-east of the site.	Poor
Developmental and Environmental Constraints	The site slopes by approximately 3m from south to north. There are public Rights of Way (footpath) running along the east and west boundaries. The site would need to be released from the Green Belt.	Good
Market Attractiveness	The site is in a peripheral location where there are no immediate B-Class land uses, and the access roads are unsuitable for HGV traffic as the site is accessed through the adjoining residential area. The site is therefore unattractive for employment uses and more likely to	Poor

	generate interest for residential development.	
Barriers to Delivery and Mitigation	The existing access is unsuitable and third party land would be required to overcome this issue. The site would need to be released from the Green Belt.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as Green Belt.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use	
SITE SUMMARY:		

This is a greenfield site adjoining the urban area. The site is adjoining sensitive uses as it is in a predominantly residential area and therefore is not suitable for employment uses. The existing access is unsuitable and third party land would be required to mitigate this. The site should not be released from the Green Belt for employment use.

Site at Brighouse Road [NLP84] [1116]



GROSS SITE AREA:
3.86 ha

ESTIMATED NET DEVELOPABLE AREA:
2.573 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	A third of the site is currently in use as a car park for the adjacent Crosslee Factory and White Knight domestic appliance outlet. The rest of the site is vacant open space/woodland. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is adjacent to the A644 (Halifax Road). Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.	Good
Local Accessibility	The site can be accessed from the A644 (Halifax Road). However, the only access route is through the Crosslee factory entrance. There are a couple of bus stops within 400m with services to Hipperholme, Brighouse, Halifax and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 500m south of Hipperholme, with access to its range of services and local labour supply. The site is 3km north west of Brighouse Town Centre.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by the train line to the north (and residential properties beyond this), by B8 storage uses to the east, by the Crosslee Factory and Outlet to the south and by the A644 to the west, as well as a brewing company and a public house.	Average

Developmental and Environmental Constraints	The site is an unusual shape and adjacent to sensitive uses. It is also densely wooded and some trees may be worthy of protection. However it is relatively level and adjacent to existing B-Class employment uses.	Average
Market Attractiveness	This is a large, fairly level site adjacent to the existing Crosslee factory and outlet and within close proximity to Hipperholme. However, it also adjoins residential use, acting as a buffer. The location of the site does not receive the greatest levels of demand in the Borough however there is still demand for industrial space in this area.	Average
Barriers to Delivery and Mitigation	The site is owned by the adjacent Crosslee factory. Approximately a third of the site is currently occupied for car parking. A new access would need to be created or an agreement made to use the Crosslee entrance.	
Planning Factors	The site is designated as a Primary Employment Area. An application for a storage building was refused on 20/07/2006. An outline application for residential development of up to 50 dwellings, including details of means of access (16/01381) was refused on 10/07/2017	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B-class employment uses such as B1c or B2 would be suitable for the site given its location in an existing employment area.	
SITE SUMMARY:		
The site is currently part in use as a carpark for the adjacent Crosslee Factory and White Knight domestic appliance outlet. The rest of the site is vacant open space/woodland. It is also densely wooded and forms an important buffer between the industrial and the residential uses. The existing carpark use should continue. There is potential to develop the western portion of the site, adjoining the A644 for mixed uses. The site should retain its designation as a Primary Employment Area.		

Site Off Halifax Road [NLP85] [1119]



GROSS SITE AREA:
0.56 ha

ESTIMATED NET DEVELOPABLE AREA:
0.5 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The small and narrow site is currently occupied by Walker May and is in use as a stone working yard. It is also designated as Green Belt and a Special Landscape Area.	
Strategic Road Access	The site is adjacent to the A58 (Halifax Road).	Good
Local Accessibility	The site can be accessed directly from the A58, however, it is a very sharp left turn. It has significant road frontage onto the A58, however, due to the topography it is not very visible. There are a couple of bus stops adjacent to the site with services to Hipperholme, Brighouse, Cleckheaton, Leeds, Halifax and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Hipperholme with access to its range of services and local labour supply.	Average / Poor
Compatibility of Adjoining Uses	The site is bound to the north by the A58, to the east by residential properties, and to the south and west by the train line.	Average
Developmental and Environmental Constraints	There is a retaining wall of approximately 2m high adjacent to the A58 and also adjacent to the train line. The highways access is difficult when turning left from the A58. Capacity of the site likely to be reduced as it is a linear site running along the railway. There are also some trees to the eastern boundary, some of which may be worthy of protection. A previous assessment undertaken for CBC identified that the site has biodiversity value. The site is in proximity to residential properties which may limit what development is considered appropriate. The site would need to be released from the Green Belt.	Poor
Market Attractiveness	The site is accessible and highly visible, however it is	Poor

	quite narrow and adjacent to the train line which limits the developable area. The site covers a small area and is on the outskirts of the settlement in a relatively peripheral location.	
Barriers to Delivery and Mitigation	The site is sandwiched between the train line and the A58, there are significant noise concerns that would need investigation and mitigating should development be pursued. It is currently occupied with no room for expansion. The site could be used more intensively if redeveloped for alternative B-Class uses such as B1.	
Planning Factors	The site is designated as Green Belt. An application overlapping a corner of the site for Use as a dwelling house with attached garden (Lawful Development Certificate) was refused 11/08/16.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is unsuitable to be allocated for B-class employment use.	
SITE SUMMARY:		
The site is currently occupied by Walker May and in use as a stone working yard. The site could be used more intensively however it faces numerous development constraints, and is in a relatively peripheral location. The site should not be allocated for B-class employment use.		

Site at Station Road [NLP86] [1121]



GROSS SITE AREA:
1.65 ha

ESTIMATED NET DEVELOPABLE AREA:
0.41 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The majority of the site is occupied by Scribble Stone Architectural Masonry. Much of the site is brownfield land being used for storage. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is located 150m from the A58. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	The site can be accessed from Station Road. However, access from the A58 is constrained as Watergate is one-way and Tanhouse Hill is not suitable for HGVs. There are a couple of bus stops within 400m with busses serving Hipperholme, Halifax, Leeds, ,Rastrick Cleckheaton and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Hipperholme with access to its services and local labour supply.	Average / Poor
Compatibility of Adjoining Uses	The site is bound to the north by the train line, to the east by Station Road, and to the south and west by open space and woodland.	Good
Developmental and Environmental Constraints	As it is a narrow site adjoining the existing railway, the net developable area will be limited. There are also a number of mature trees on the site, some of which may be worthy of protection. The brownfield site may also need remediation.	Poor
Market Attractiveness	This site is long and narrow and is complicated to develop due to the adjoining railway. Access is also complicated and ecology constraints may reduce the developable area.	Poor

Barriers to Delivery and Mitigation	The eastern half of the site is currently occupied limiting the net developable area and the highways access would need to be improved.
Planning Factors	The site is designated as a Primary Employment Area. There is no planning history for the site.
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. Small scale B1c or B2 uses would be suitable for the site.
SITE SUMMARY:	

The site is part occupied by Scribble Stone Architectural Masonry, with the rest being used for informal storage. This site is long and narrow and is complicated to develop due to the adjoining railway. Access is also complicated and ecology constraints may reduce the developable area further. The site should be retained as a Primary Employment Area.

Bus depots Skircoat Road [NLP87] [1132]



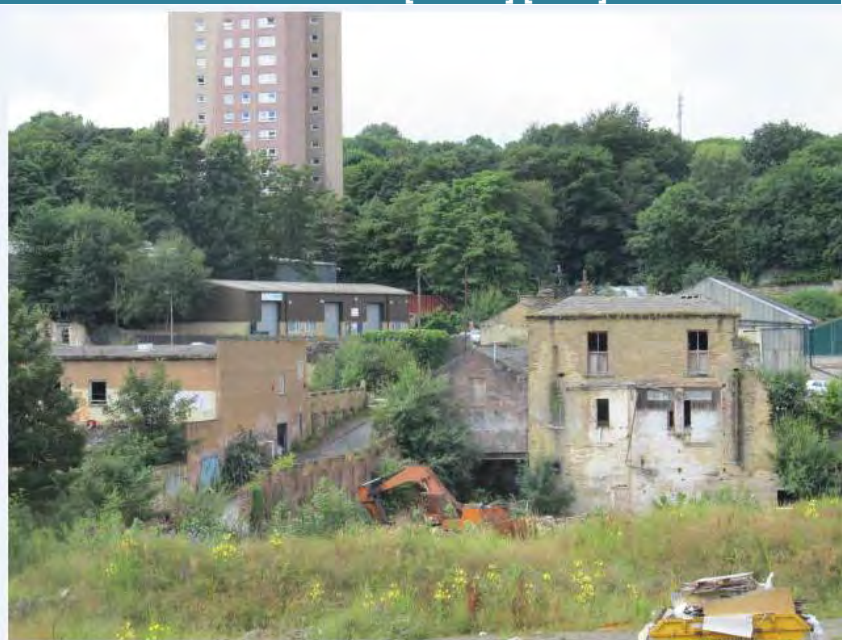
GROSS SITE AREA:
1.31 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a brownfield site currently in use as a First Group bus depot. The site is fully developed and located in Halifax. It is designated as a Primary Employment Area, and part of the eastern/southern portion of the site is also designated Pipelines.	
Strategic Road Access	The site is located on the A629.	Good
Local Accessibility	There are 6 bus stops (within approx. 150m from the site) on Shaw Hill with services to Halifax, Sowerby Bridge, Soyland Town and Brighouse. Bus services from Skircoat Road also serve Elland, Dewsbury and Huddersfield. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is only 1km from Halifax Town Centre and therefore easily accessible to a wide labour market and range of services/amenities.	Very Good
Compatibility of Adjoining Uses	The site is bound by the A629 to the west, Halifax Rugby Stadium to the north and Shaw Hill to the east and south.	Good
Developmental and Environmental Constraints	The site is currently occupied and fully developed as a working bus depot. There are no opportunities to expand the site due to constraints by surrounding buildings and the rail line. There is an electricity substation to the southern end of the site. If the site were to be used for alternative B-Class uses it would likely need refurbishment.	Average / Poor
Market Attractiveness	The site is in an accessible location with significant frontage onto the A629. However it is currently occupied as a bus depot and unlikely to come to the market in the short term.	Average
Barriers to Delivery and	This site is currently fully occupied.	

Mitigation	
Planning Factors	The site is designated as a Primary Employment Area.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1c, B2 or B8 uses would be the most suitable future uses of the site.
SITE SUMMARY:	
This site is currently occupied and fully developed. The site should be retained as a Primary Employment Area.	

Land off Sedburgh Road and Siddal New Road [NLP88] [1133]



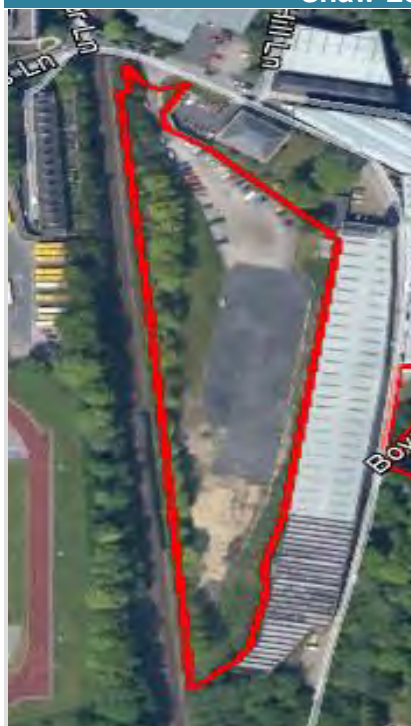
GROSS SITE AREA:
4.36 ha

ESTIMATED NET DEVELOPABLE AREA:
2.4 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site contains a mix of different uses. This includes a stone merchant, Westside Autos, WK Engineering in the western portion of the site. There appears to be demolition taking place on the northern portion of the site. There are residential properties fronting Sedburgh Road. The rest of the site is vacant with derelict buildings and brownfield land. The site is designated as a Primary Employment Area, with some areas also designated as Pipelines.	
Strategic Road Access	Sedburgh Road is approximately 0.5 km from the A629. Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.	Good
Local Accessibility	Access from Boys Lane and Sedburgh Road are not suitable for HGVs as they are too narrow. There are bus stops on Siddal Road adjacent to the site with services to Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in Halifax to the south of the Town Centre. It has good access to its services and labour supply.	Very Good

Compatibility of Adjoining Uses	Shaw Mill is a mixed use development with offices, gym, café, and art gallery. The site is bound by Shaw Mill to the south, rail line to the west, industrial units to north and Siddal New Road to the east.	Good
Developmental and Environmental Constraints	The site has signs of potential contamination, and Council Officers in Environmental Health reported that the there are Natural Gas distribution pipes and storage. Trees on the site may need to be cleared for development. Most of the site is level though it slopes steeply down to Boys Lane on the western boundary of the site. Approximately 25% of the site is occupied by B2/B8/C3 uses. The buildings are in poor condition and their age suggests there may be asbestos. The site is expected to have multiple landowners which may delay or be a barrier to any redevelopment.	Average / Poor
Market Attractiveness	The site is mostly vacant and features several poor quality buildings. The site may require remediation works which lowers the attractiveness. However, the adjacent and refurbished Shaw Mill demonstrates there is market interest for mixed use development with a component of B-Class uses in the area.	Average
Barriers to Delivery and Mitigation	Approximately 25% of the site is occupied, and if there are multiple owners then this could be a barrier to or delay redevelopment. Compulsory Purchase Orders could be used to facilitate development if necessary. The site is likely to need clearance and remediation works.	
Planning Factors	<ul style="list-style-type: none">The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B1 and B2 employment uses would be most appropriate for the site given the proximity to residential properties in the Shaw Mill mixed use development, with the B1 uses adjacent to the existing residential areas.	
SITE SUMMARY:		
The site is level and mostly vacant. However, remediation and demolition works would be needed as there are gas distribution and storage buildings along with poor quality and derelict buildings. Shaw Mill to the south has been refurbished and the surrounding area presents an attractive location for B-Class uses that complement the existing mixed use development. B1 and B2 light industrial would be most suitable. The site should be retained as a Primary Employment Area.		

Shaw Lodge Mill Complex Shaw Lane [NLP89] [1134]



GROSS SITE AREA:
1.42 ha

ESTIMATED NET DEVELOPABLE AREA:
1.35 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The brownfield site is within a designated Primary Employment Area and is currently used as a carpark. The site is located to the south of Halifax town centre. It is bound to the west by the rail line and to the east by The Weaving Shed. The surrounding uses are mostly B1 Offices and light industrial units, though the 1850 Mill also houses a gym, art gallery, children's play centre and café.	
Strategic Road Access	Approx. 0.3 km from the A629 (Skircoat Road). Skircoat Road leads to Halifax town centre (approx. 1km) and also provides access to the A646, A58 and A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	The site can be accessed off Shaw Lane. However, Shaw Lane is single-track in places. There are 2 bus stops (approx. 150m from the site) on Shaw Hill with services to Halifax, Sowerby Bridge, Soyland Town and Brighouse. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is only 1km from Halifax Town Centre and therefore easily accessible to a wide labour market and range of services/amenities.	Very Good
Compatibility of Adjoining Uses	The site is bound to the west by the railway, and to the east and north by B-Class employment including refurbished mill	Very Good

	office space and light industrial units.	
Developmental and Environmental Constraints	<p>The site is level although there is a high retaining wall to the east by the Weaving Shed and there is a slope of approximately 2m incline to the western boundary.</p> <p>There are no opportunities to expand the site as it is bound by surrounding buildings and the railway line. However the site offers a relatively large area for development close to the town centre.</p>	Very Good
Market Attractiveness	The surrounding Shaw Lodge Mill Complex buildings are attractive historical buildings in good condition. The majority of units are currently occupied, although an advertisement was marketing offices to let in Shaw Lodge house (immediately north of the site) through Walker Singleton. The site would likely be attractive and viable for development for employment use.	Good
Barriers to Delivery and Mitigation	The site is currently used as car parking for the adjoining mill complex. Intentions of the land owner should be investigated to determine whether it is a barrier to delivery.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain designation as a Primary Employment Area. A range of B-class employment uses would be appropriate for the site, though B1a or B1c would be most compatible with the adjacent employment uses.	
SITE SUMMARY:		
This undeveloped level site is in an accessible and attractive location with compatible adjoining uses. The site has few development constraints and is adjacent to recently refurbished former industrial properties. The site should be retained as a Primary Employment Area.		

Site at Mulcture Hall Road [NLP90] [1170]



GROSS SITE AREA:
3.67 ha

ESTIMATED NET DEVELOPABLE AREA:
1.5 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site consists of a car park, brownfield land and offices (Mulcture House and Empire House both occupied offices, Horsfall House is vacant). The site has multiple land designations, including Primary Employment Area and mixed use. From the centre and towards the east of the site, some areas are also designated Unstable land; Wildlife corridors; Pipelines. To the north/west corner of the site, land is designated Halifax residential priority regeneration area; Cycle corridor; Town centre; Primary employment area; Leeds Bradford Airport consult zone.	
Strategic Road Access	The site is approximately 0.8km from the junction of the A629 and the A58. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	The site has car parking and predominantly free flowing access roads. The site is located within Halifax Town Centre, within walking distance of the bus station and railway station. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 3 (<800m).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is in Halifax Town Centre with excellent access to the local labour market and within walking distances of services.	Very Good
Compatibility of Adjoining Uses	The site is bound by roads to the east, south and west, with employment uses beyond. To the north there is open land and gas storage facility. There is a hotel and commercial uses opposite to the west.	Very Good
Developmental and	Hebble Brook runs through the western side of the site.	Average

Environmental Constraints	The car park and Mulcture House and Empire House offices are occupied and in existing use, though Horsfall House offices are vacant. There is an electricity substation on the southern corner of the site. To the north of the site there is a gas storage facility. Council Officers in Environmental Health reported that there is a 500m deep borehole on the site, and that there may be contaminated land.	
Market Attractiveness	The large site is well located in the town centre and level. Remediation works may be required but otherwise offers a reasonable plot for development.	Good
Barriers to Delivery and Mitigation	There are no known barriers to delivery, though further investigation is required to determine the scale of any remediation works required.	
Planning Factors	The site is designated as Primary Employment Area and Mixed Use. Recent planning applications relevant to the site: <ul style="list-style-type: none">An application for Change of Use of part of existing office building (B1) into beauty treatment salon (Sui Generis) was Permit CC on 28/11/2012	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain for employment (B1 or light industrial uses), also potential for mixed use development.	
SITE SUMMARY:		
This is a level site in a central, accessible location. The site should retain its designation as a Primary Employment Area / mixed use development.		

Site at Old Lane/Stable Lane [NLP91] [1179]



GROSS SITE AREA:
0.61 ha

ESTIMATED NET DEVELOPABLE AREA:
0.30 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is vacant brownfield land adjacent to the derelict Lee Bank Mill. It is designated as a Primary Employment Area.	
Strategic Road Access	The site is adjacent to the A629.	Good
Local Accessibility	The site can be accessed from Lee Bank. There is evidence of HGV movement within the area to the Lee Bank Household Waste Recycling Site (HHWS).	Good
	The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	
Proximity to Urban Areas and Access to Labour and Services	The site is in Ovenden on the northern fringe of Halifax with access to its range of service and local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by the A629 to the west, Old Lane to the east, Lee Bank HHWS to the south and the derelict Lee Bank Mill to the north.	Average
Developmental and Environmental Constraints	Ovenden Brook runs through the eastern half of the site and reduces the developable area. There is also an electricity substation located on the southern portion of the site. Lee Bank Mill is a grade II* listed building. This constrains nearby development so that it must be sensitive to the listed building. There is a history of planning applications for residential conversion of the mill building which have not been implemented. The Household Waste Site also constrains what land uses can be developed on the site; sensitive uses such as residential would not be appropriate. Development of the site would need to clear the existing trees.	Very Poor
Market Attractiveness	This is a small site adjacent to an active waste recycling facility and derelict mill. The brook running through the site also reduces the developable area. The site is	Poor

	located in an area of indigenous market demand, where business activity is primarily generated by local SMEs. The planning history suggests that the site is attractive for residential uses.	
Barriers to Delivery and Mitigation	Site investigation and protection measures likely needed to mitigate any impact from close proximity to HHWS.	
Planning Factors	<p>The site is designated as a Primary Employment Area. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for Conversion of mill and boiler house on adjacent land to form fifty six dwellings (Amended plans) was Finally disposed on 25/04/2013 • An application for Construction of sixty four dwellings (Amended plans and description) on adjacent land was Permit CC on 12/09/2013 • An application for Construction of six dwellings (Amended Plans and Description) was Permit CC on 21/12/2010 • An application for Forty three new town houses, twelve new apartments and conversion of building to form twenty nine flats, on adjacent land was Permitted Subject of a Legal Agreement on 30/11/2007 	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. B-Class employment or Sui Generis use.	

SITE SUMMARY:

This is a small, irregular-shaped site on the northern fringe of Halifax. There are environmental health concerns due to the adjacent HHWS that would need to be addressed. The site would be inappropriate for sensitive uses, such as residential, due to the close proximity to the HHWS. Any development of the site would also need to be sensitive to the listed status of Lee Bank Mill. Therefore, given the site's location in between these development constraints it is most appropriate to retain as undeveloped land or to test the market for Sui Generis uses. For example car parking or a car wash would be a suitable use for the site.

Grantham Works Grantham Road [NLP92] [1183]



GROSS SITE AREA:
2.32 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

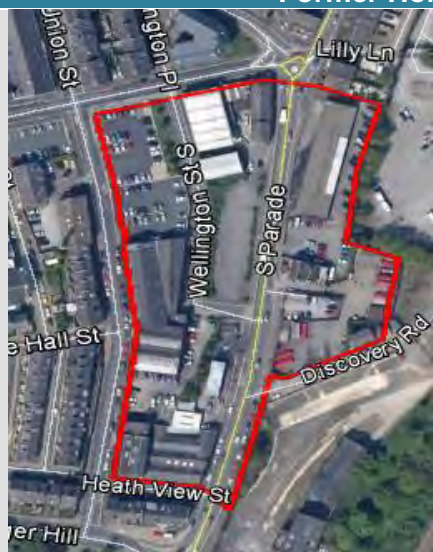
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is primarily occupied by B2 general Industrial uses including Garsides Haulage, Abacus Sheet Metal Fabrications, Hayes Refinishing and Global Surplus Machine Manufacturing. There are also some B1 uses including Saptina Engineering, Calderdale Engineering Services, Calderdale Graphite Ltd and Grantham House offices.</p> <p>There are residential properties on the northern boundary of the site in addition to a hair salon. A couple of smaller units fronting Grantham Road appeared to be vacant.</p> <p>The site is allocated for Mixed Use.</p>	
Strategic Road Access	<p>The site is approximately 400m from the A629.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.</p>	Good
Local Accessibility	<p>There is limited on-street parking on Grantham Road. There is HGV movement from Garsides on the southern half of the site, along Grantham Road to Boothtown Road (A647). There is a bus stop within 300m of the site on Boothtown Road (A647) with services to Halifax and Bradford.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	<p>The site is in Boothtown, immediately north of Halifax and with access to its range of services and labour market.</p>	Very Good

Compatibility of Adjoining Uses	The site is bound by Mill Lane and B2 uses to the north, public open space to the east, Spot on Concrete and residential to the south and Old Lane to the west.	Average
Developmental and Environmental Constraints	There is an electricity substation on site which fronts onto Grantham Road. The eastern 25% of the site is not developable due to steep slopes and woods which are recommended for protection in the OS Strategy. Council Officers in Environmental Health reported that land contamination is an issue for the site.	Poor
Market Attractiveness	This is a relatively large, mostly level site in close proximity to Halifax Town Centre. However, land contamination would be an issue for any future development.	Average
Barriers to Delivery and Mitigation	The site is currently 90% occupied and in existing use. Should the remainder of the site be brought forward for development, remediation works would be required due to land contamination.	
Planning Factors	<p>The site is allocated for Mixed Use. There is one planning application relevant to the site:</p> <ul style="list-style-type: none"> An application for Industrial building, concrete mixing yard with associated infrastructure and partial new boundary fencing was Permit CC on 25/09/2012 	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain allocation for Mixed Use area. The site is fully developed and current occupiers are predominantly B1 and B2 uses, which would be suitable uses for the site.	

SITE SUMMARY:

This is a relatively large, mostly level site in close proximity to Halifax Town Centre. The site is occupied with no room for expansion or intensification of uses. The site should retain its allocation for Mixed Use. B1 and B2 would be appropriate future uses of the site.

Former Horses at Work South Parade [NLP93] [1186]



GROSS SITE AREA:
1.75 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is fully developed and fully occupied. The current occupiers are AB Autoworks, Garden Equipment workshop, Opera and Theatre Society, offices, Columbia Metals, and a car park and carwash/garage. The site is allocated as a Mixed Use site.	
Strategic Road Access	The site is approximately 0.3km from Skircoat Road (A629).	Good
Local Accessibility	There is permit parking on adjoining streets and two pay-and-display car parks in the northern portion of the site. There are two bus stops adjacent to the site with services to Siddall. The site is within walking distance to Halifax Town Centre and the railway station. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Halifax with good access to it services and labour market.	Very Good
Compatibility of Adjoining Uses	The site is bound by residential properties to the south, west and north. There are industrial uses to the east.	Poor
Developmental and Environmental Constraints	The site is fully occupied and there is no potential for expansion. Existing use of the site could be intensified with B1 uses, and the land used for car parks could be developed if it becomes available.	Average
Market Attractiveness	The site is fully occupied and the units are of varying condition though predominantly in a reasonable condition. There is on-site car parking and access to public transport.	Average / Poor
Barriers to Delivery and Mitigation	The site is fully occupied and there is no potential for expansion.	
Planning Factors	The site is allocated as a mixed Use There are a number of planning applications relevant to the site: <ul style="list-style-type: none"> An application for Change of use from car rental premises (sui 	

	<p>generis) to car valeting premises (sui generis) – Retrospective was Permit CC on 11/01/2010</p> <ul style="list-style-type: none"> • An application for Change of use of first floor from flat (C3) to office (B1a) was Permit CC on 31/07/2012 • An application for Renewal of planning permission 00/01597/FUL for petrol station and ancillary shop was Permit CC on 15/03/2006
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	<p>Retain allocation as Mixed Use site.</p> <p>The site would be appropriate for future B1 or B2 uses.</p>
SITE SUMMARY:	
<p>The site is fully occupied with a range of employment uses, with no opportunity for expansion. The site should retain its allocation as a Mixed Use site. B1 or B2 uses would be appropriate for the site, with B2 uses located away from the nearby residential properties.</p>	

The Railway Sidings Stainland Road [NLP94] [1192]



GROSS SITE AREA:
1.10 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The brownfield site is within the Green Belt and currently in use as caravan storage. The site covers a large area and is predominantly level.	
Strategic Road Access	The site is approximately 500m from the A629. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	The site can be accessed from Stainland Road (B6112). There are two bus stops on Stainland Road within 40m of the site with services to Elland, Brighouse, Huddersfield, Halifax and Dewsbury. The access road is in a poor state and needs repair work to fix potholes. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Elland (approximately 1.5km from Elland). The site is removed from the urban area and is located adjacent water treatment works and industrial land use to the west. The site has a poor local labour market catchment and no local services.	Average / Poor
Compatibility of Adjoining Uses	The site is bound by the rail line to the south and west, by Stainland Road to the east and by Certas Energy and North Dean Business Park to the north.	Good
Developmental and Environmental Constraints	There is a large pylon in the northern section of the site and overhead cables dissect this portion of the site. Council Officers reported that there may be contaminated land.	Poor
Market Attractiveness	The site is mostly square in shape and adjacent to existing industrial uses. The site is on the outskirts of Elland in a	Poor

	relatively peripheral location and removed from the road with no kerb appeal. The existing pylon and overhead lines may limit future redevelopment of the site.	
Barriers to Delivery and Mitigation	The access road is in a poor state and needs repair work to fix potholes. As some land contamination may be present this would need to be further investigated and the appropriate mitigation measures would need to be taken.	
Planning Factors	The site is designated as Green Belt. The relevant planning history is below: <ul style="list-style-type: none">• An application for Replacement of overhead line Raised No Objections In Principle on 23/09/2013	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is in a poor location in the Green Belt and has existing use storing caravans.	
SITE SUMMARY:		
This small irregular shaped site is located between Elland and Halifax. It is bound by the rail line and industrial uses. However, the access road is in a poor state and needs repair work to fix potholes. As some land contamination may be present this would need to be further investigated and the appropriate mitigation measures would need to be taken. The site should not be released from the Green Belt for employment use.		

Star Garage Wakefield Road [NLP95] [1203]



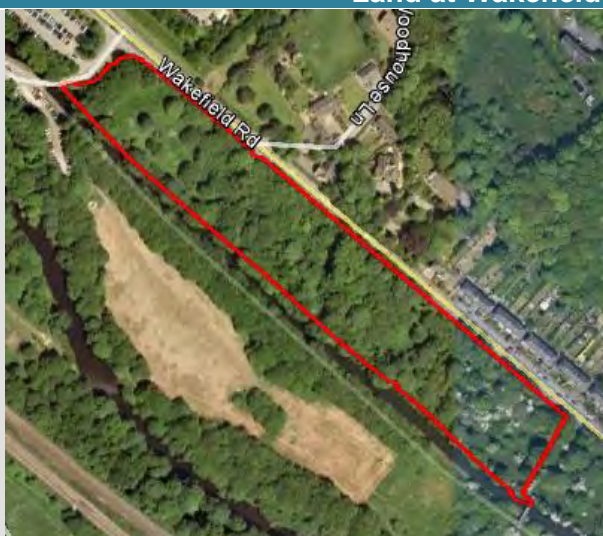
GROSS SITE AREA:
1.73 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site area covers a range of different land allocations, including Green Belt to the east of the site, Primary Employment Area, Primary Housing Area, and Urban open space. The site is also designated within cycle corridor; wildlife corridors; Leeds Bradford Airport consult zone. The site is partially developed, with the main occupiers being Star Garage and H R Goodale (B8 distributors). The site is long and narrow, with a gradient down to the canal on the southern boundary of the site. Most of the site is level though. There are allotments to the west of the site and land ownership may therefore be fragmented.	
Strategic Road Access	Direct access to the A6026	Good
Local Accessibility	Access onto the site is via a wide road, which is HGV friendly. There are local bus stops nearby with services to Brighouse and Halifax Town Centre. The MCMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Copley, to the south of Halifax with some local labour market catchment but with no immediate services.	Average
Compatibility of Adjoining Uses	There is a primary school to the north west of the site. The southern boundary of the site is with the Calder and Hebble Navigation canal. The northern boundary of the site is with the A6026, and beyond this the land is largely undeveloped, though there is a motor home seller. There are residential properties to the west.	Poor
Developmental and Environmental Constraints	The employment uses cover a small proportion of the total site area, but the rest of the site is unsuitable for B-Class employment use. There are adjacent sensitive land uses in the form of residential properties, allotments and a primary school. The land in the eastern portion of	Poor

	the site is designated as Green Belt, and is a narrow plot constrained by trees. Whilst the employment uses on the site are low density it should be considered to be fully developed.	
Market Attractiveness	The site is in an accessible location but consists of small scale units that attract local SMEs. The buildings would benefit from refurbishment. The site is not located in an area where B-Class employment is the predominant land use.	Average / Poor
Barriers to Delivery and Mitigation	The site is currently occupied and in use for B8 and Sui Generis uses. The current land owner would need to vacate the site for it to be redeveloped. The allotments on the western portion of the site are likely to have fragmented land ownership.	
Planning Factors	The majority of the site is designated as a Primary Employment Area, though the eastern portion of the site is designated as Green Belt.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the Primary Employment Area designation but do not allocate the other areas of the site for employment use. The site in existing employment use would be appropriate for future B1 and B2 use, or small scale B8.	
SITE SUMMARY:		
The site has a mix of existing land uses, including B8 and Sui Generis, but also residential properties and allotments. The site is located in on the periphery of a predominantly residential area. Part of the site is designated as Green Belt which should not be allocated for B-Class employment because of the small and constrained nature of the plot. The site should retain its designation as a Primary Employment Area.		

Land at Wakefield Road [NLP96] [1204]



GROSS SITE AREA:
2.67 ha

ESTIMATED NET DEVELOPABLE AREA:
2.14 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is predominantly woodland and undeveloped Green Belt. There is a small electricity substation to the north west corner of the site. The site is long and narrow, with a gradient down to the canal along the southern boundary. A strip of land to the top north east of the site is designated as pipelines.	
Strategic Road Access	The site is directly adjacent to the A6026.	Good
Local Accessibility	Site is on A6026 Wakefield Road, which is busy through the traffic light junction close to Hollas Lane. There are bus stops nearby with services to Brighouse, Halifax Town Centre, Soyland Town, Sowerby Bridge and Ripponden. There is currently no access onto the site. The CMBC site assessment scored the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in Copley to the south of Halifax with no local services.	Average
Compatibility of Adjoining Uses	There are residential properties to the north, rural agricultural land to the south beyond the Calder and Hebble Navigation Canal. There is also a footpath/bridleway to the south. To the north west, though not adjacent to the site lies the strategic Lloyds employment site. The Copley Valley development lies to the south west of the site, though it is not directly adjacent.	Poor
Developmental and Environmental Constraints	There is an electricity substation on the north west corner of the site. There is a gradient change across the site from the north down to the south. The site is densely wooded with many mature trees. The site is designated as Green Belt.	Poor
Market Attractiveness	The site has significant development constraints and the	Poor

	topography and narrow shape of the site limits the size of the units that could be accommodated. Interest in developing the site for employment use is likely to be low and possible unviable. If the site were to come forwards for development most interest would be for residential use due to its location opposite existing residential properties.	
Barriers to Delivery and Mitigation	The site would need to be released from the Green Belt. Viability of development is expected to be marginal or unviable for sole employment use due to the limited unit size that could be accommodated by the site.	
Planning Factors	<ul style="list-style-type: none">• The site is designated as Green Belt. There are a number of planning applications relevant to the site An application to Replace existing road bridge over the canal was Deemed permit on 13/04/2007• An application to Replacement canal bridge, junction improvements to Wakefield Road/Hollas Lane and associated highway works to Hollas Lane was Permit CC on 28/02/2011	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment use.	
SITE SUMMARY:		
The Green Belt site has numerous constraints to development including topography, dense tree coverage and a narrow shape. The constraints would limit the size of units that could be accommodated and thus the viability of development. The site is adjacent to existing residential properties which would limit any B-class development to B1. The site should not be released from the Green Belt for employment use.		

Land and Premises Holmfield Industrial Estate [NLP97] [1217]



GROSS SITE AREA:
2.94 ha



ESTIMATED NET DEVELOPABLE AREA:
1.25 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is partly vacant grassland and partly occupied by B2/B8 uses (Alliance Office Systems). It is partly allocated as a new employment site and as a Primary Employment Area in the existing RUDP.	
Strategic Road Access	The site is approximately 1.7km from the A629 Keighley Road. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Average
Local Accessibility	There is a reasonable amount of car parking provision onsite and potential to create more. There is a bus stop on Holdsworth Road, adjacent to the site, with services to Halifax. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site forms part of Holmfield Industrial Estate located off Holdsworth Road in the Holmfield area of Halifax. The site is approximately 4km north of Halifax Town Centre.	Average
Compatibility of Adjoining Uses	The site is bound to the west by a residential care home, to the north by employment uses, to the east by brownfield land and to the south by employment uses and residential properties.	Average
Developmental and Environmental Constraints	There are no known development constraints, though some of the adjacent uses are sensitive. This may influence the type of B-Class development that can be accommodated or an appropriate buffer could be provided.	Good
Market Attractiveness	This is a large, prominent site on the Holmfield Industrial Estate/Sidhill Business Park. It is in an accessible location and the site is relatively unconstrained and part developed for employment uses.	Good

Barriers to Delivery and Mitigation	There are some sensitive adjoining uses, particularly the residential care home to the west.
Planning Factors	<p>The site is part designated as a New Employment site and as a Primary Employment Area. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for Steel framed storage building was Permitted on 9/5/2016 • An application for Proposed infill building to connect the two existing warehouse buildings to create one large building and re-clad the existing buildings was Permit CC on 19/06/2012 • An application for Proposed addition of side extension to existing building was Permit CC on 09/06/2014 • An application for Installation of biomass boiler, flue and storage bunker was Permit CC on 08/07/2015
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Retain designation as a New Employment site and Primary Employment Area. B1, B2 and B8 land uses would be suitable providing that there is an appropriate buffer to adjacent sensitive land uses.
SITE SUMMARY:	
<p>This is a large, prominent site on the Holmfield Industrial Estate/Sidhill Business Park. It is in an accessible location and the site is relatively unconstrained and part developed for employment uses. The site should be retained as a New Employment site and Primary Employment Area. B-Class uses would be suitable providing that there is an appropriate buffer to the adjacent sensitive land uses.</p>	

North of Holmfield Industrial Estate [NLP98] [1219]



GROSS SITE AREA:
6.83ha



ESTIMATED NET DEVELOPABLE AREA:
6.15ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The large greenfield site is designated as a New Employment site. It is adjacent to the existing Holmfield Industrial Estate.	
Strategic Road Access	The site is approximately 2.3km from the A629 (Keighley Road). In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Average
Local Accessibility	The access is difficult; a new access route would need to be created, possibly through rationalising with sites LP1018/LP1562. There is no bus stop within 400m of the site and there is no existing car parking on site. The CMBC site assessment scores the site's distance to a bus stop as 1 (>2km) and distance to a rail station as 1 (>2km).	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in the village of Holmfield with access to its range of services and local labour market, it is approximately 4.5km north of Halifax Town centre.	Average
Compatibility of Adjoining Uses	The site is adjacent to the established Holmfield Industrial Estate. The units immediately adjacent to the site are occupied and in decent condition (Sidhil Hospital Equipment occupies the large unit to the south/west). The site is bounded by greenfield land on the remaining three sides, with Strines Beck and a number of ponds to the east of the site.	Good
Developmental and Environmental Constraints	A public footpath runs along the eastern boundary and intersects the site east to west before running in-between industrial units on the Holmfield Industrial Estate. A public footpath also runs along the northern boundary and the Calderdale Way runs along the western boundary. The site is fairly level with few mature trees. The access is	Average

	difficult; a new access route would need to be created, possibly through rationalising with sites LP1018/LP1562.	
Market Attractiveness	This is a large, relatively unconstrained greenfield site adjacent to an established industrial estate and would therefore offer long-term expansion space. The adjacent units appeared to be occupied and in decent condition. However, in order to bring the site forward a new access route would need to be created.	Average
Barriers to Delivery and Mitigation	Access to the site is difficult and a new access route would need to be created, possibly through rationalising with sites LP1018/LP1562.	
Planning Factors	The site is allocated as a New Employment site. There are no recent planning applications.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain allocation as New Employment site. A mix of B1, B2 and B8 employment uses would be suitable.	
SITE SUMMARY:		
This is a large, relatively unconstrained greenfield site adjacent to an established industrial estate and would therefore offers long-term expansion space. The adjacent units appeared to be occupied and in decent condition. However, in order to bring the site forward an access route would need to be created. A new access route would need to be created, possibly through rationalising with sites LP1018/LP1562. The site should retain its allocation as a New Employment site.		

Adjacent Lloyds Wakefield Road [NLP99] [1220]



GROSS SITE AREA:
4.03 ha

ESTIMATED NET DEVELOPABLE AREA:
3.22 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The undeveloped greenfield site is currently used for grazing, is a relatively square shape and offers a relatively large area for development. Site topography is a constraint, rising from the south to the north, and new access infrastructure would need to be provided. The site is allocated as a New Employment site, but also a southern portion of the site is designated as Pipelines.	
Strategic Road Access	<p>The site is adjacent to the A6026. However Highways England suggests that development of the site should not be commenced until completion of the RIS schemes programmed to start in the current period 2015/16 to 2019/20.</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact. They highlighted the potential for cumulative impact on the M62 J24. However, they recognise that the following mitigation schemes are committed: M62 J20 to J25 Smart Motorway RIS Scheme.</p>	Good
Local Accessibility	<p>The site needs new access infrastructure from the A6026 Wakefield Road. The local network is mostly free flowing but regular traffic. To the west of the site is Washer Lane which is steep and narrow, unsuitable for large volumes of employment related traffic. Bus stops are in immediate proximity to the site with services between Sowerby Bridge and Halifax.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in Copley, a peripheral location on the edge of Halifax and Sowerby Bridge. However it is close to a large labour market area, and there are large	Average

	employment sites nearby. There are no local services.	
Compatibility of Adjoining Uses	The site adjoins Wakefield Road to the south, the large Lloyds employment site to the east as well as a small number of residential properties. To the north of the site is greenfield land designated as open space. To the west of the site is a residential area though this is buffered by mature trees and Washer Lane.	Average
Developmental and Environmental Constraints	The site has topography issues which are a constraint to development; levelling and platforming would be needed to develop the site. However, the site covers a large area even when levelling and platforming has been taken into account. The site needs a new access road from the A6026. Land ownership needs to be investigated as this may prevent the site from being developed in the short term. A portion of the site is also designated as Pipelines.	Poor
Market Attractiveness	The site is located on the outskirts of Sowerby Bridge and Halifax in Copley. The site has development constraints but is large enough to accommodate a sizeable development, especially if it were platformed with multiple smaller units.	Average
Barriers to Delivery and Mitigation	The site needs new access infrastructure, levelling and platforming before it can be delivered. The site is a strategic designation to accommodate any potential expansion of the adjacent Lloyds site to the east. This may reduce the likelihood of the site coming forwards for other uses.	
Planning Factors	The site is designated as a New Employment site.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain allocation as a New Employment site. A range of B-class employment uses would be appropriate, though the most likely are B1a/b (offices and R&D space) and B8 (data centre).	
SITE SUMMARY:		
The site has significant topography constraints and requires new access infrastructure. However, it is a strategic allocation to ensure that if required, the adjacent Lloyds employment site can expand. The site should therefore retain its designation as a New Employment site.		

EM62 Armytage Road [NLP100] [1221]



GROSS SITE AREA:
0.73ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: New Employment site; Leeds Bradford Airport consult zone.</p> <p>The site is allocated for employment use in the Calderdale RUDP adopted 2006 Proposals Map. The site is currently used by British Car Auctions as a customer car park.</p>	
Strategic Road Access	The site is approximately 400m from the A644 (Wakefield Road) and 800m from junction 25 of the M62.	Very Good
Local Accessibility	<p>Access to the site is via good roads with noticeable HGV movements. However, the nearest access from the A644 is one way. There are bus stops within 400m on Wakefield Road with services to Halifax and Dewsbury. The site is a large car park.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km)</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is only 1.5km east of Brighouse Town Centre with access to its wide range of services and local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is on the established Armytage Road Industrial Estate. It is bound to the north by Wakefield Road, to the east by Clipper Logistics, to the south by Armytage Road and to the west by Halco Rock Tools.	Very Good
Developmental and Environmental Constraints	The site is level and unconstrained. The site is currently in use as a car park for the adjacent site, and therefore considered to be fully developed. However, if redeveloped the site could accommodate a number of small units.	Good
Market Attractiveness	The site is in a very accessible location on an established	Very Good

	industrial estate, with excellent proximity to the M62. The site is constrained by its current land use, though if it were available for redevelopment it would receive great interest.	
Barriers to Delivery and Mitigation	The site is considered fully developed as it is in use as a car park for the adjacent employment site. This is preventing more intensive use of the site in the short term, though if the site were available for redevelopment it could accommodate a number of small units.	
Planning Factors	The site is allocated as a New Employment site but should be considered as delivered as it is fully in use as a car park for the adjacent site.	
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	The site was allocated as a New Employment site and should be retained as a Primary Employment Area.	
SITE SUMMARY:		
This would be an excellent site for employment uses as it is in an established industrial estate, is highly accessible and is unconstrained only by its current use as a car park. The site is fully occupied in its current use as a car park and there is no room available for expansion. The site was allocated as a New Employment site and should now be retained as a Primary Employment Area.		

Lowfields Lacy Way [NLP101] [1223]



GROSS SITE AREA:
5.08 ha



ESTIMATED NET DEVELOPABLE AREA:
2.52 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is predominantly vacant brownfield land, though part has been developed. Adjacent to the west and in the south east portion of the site is occupied by a large distribution company (Terberg DTS UK); the buildings are in good condition. Overhead pylons cross the site from north to south and join the electricity substation to the east. The site is allocated as a New Employment site (EM67 in the RUDP).	
Strategic Road Access	Approximately 600m to the A629 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	In close proximity to the urban area; wide access roads through the industrial estate. Well sign-posted directions to Lowfields Industrial Estate. the CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in one of the most popular industrial estates in the Borough and accessible from Elland. It is within easy access of Elland Town Centre with access to a range of services and local labour supply.	Good
Compatibility of Adjoining Uses	The site is within an established and popular industrial estate context. The site is adjacent to existing distribution and manufacturing businesses including Sample Rite and Suma Wholefoods. There is a large electricity substation to the east of the site and pylons cross the site.	Very Good

Developmental and Environmental Constraints	The site is partially developed though the undeveloped area is predominantly level and covered by small trees, some of which would need clearing. Part of the site is within Flood Zone 2. The site accommodates pylons with overhead powerlines, and has a large electricity substation to the east. These limit the amount of land that could be developed. The site is brownfield land that may need remediation; piping on the surface and mounds suggest the possibility of buried containers. A 'To Let' sign indicates the site has one land owner.	Average
Market Attractiveness	The site is in a well-established industrial estate, and is in a visible and highly accessible location. Lowfields Industrial Estate is a popular location for industrial and distribution businesses, due to the size of units available and accessibility to the M62.	Very Good
Barriers to Delivery and Mitigation	The site would require clearance of the trees and scrubland. It would likely require contaminated land investigations. The access road to the site is good, though it would need local infrastructure and access onto the site.	
Planning Factors	<p>Allocated as a New Employment site (EM67 in RUDP). There are a number of planning permissions relevant to the site:</p> <ul style="list-style-type: none"> • An application for the construction of manufacturing unit (including office accommodation) was Permit CC on 21/12/2007. • An application for the construction of a mechanics shed was Permit CC on 25/05/2011. • 	
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Retain allocation as New Employment site. B-class uses from B1 to B8 would be appropriate on the site.	
SITE SUMMARY:		
<p>The large site is allocated as a New Employment site in the RUDP, and located in the popular Lowfields Industrial Estate. The net developable area of the site is reduced by the overhead pylons and development from adjacent units, though it still offers a sizeable area. The site is allocated as a New Employment site and should be retained for B-class employment use.</p>		

EM50 Halifax Road [NLP102] [1224]



GROSS SITE AREA:
1.84 ha

ESTIMATED NET DEVELOPABLE AREA:
1.29 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a small rectangular greenfield site adjacent to JLA, an existing employment site. The land is undulating, especially to the west and south. Part of the site, to the east is in Flood Zone 3. The land is currently used for grazing.	
Strategic Road Access	The site is adjacent to the A58. In terms of impact on the strategic highway network, Highways England identified that development of this site would have No significant impact.	Good
Local Accessibility	There is currently no access to the site and new infrastructure would need to be provided. There are bus stops within 400m with services to Halifax, Rochdale and Rishworth. The CMBC site assessment scores- the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in Ripponden, a designated Local Centre, with a small local labour market catchment and few local services.	Average
Compatibility of Adjoining Uses	The site is bound by the A58 to the west and the River Ryburn to the east. To the south of the site is an existing employment site occupied by JLA. To the south and north there are a small number of residential properties. The site is in a predominantly rural and residential area.	Average / Poor
Developmental and Environmental Constraints	Significant topography issues with the site, and there is currently no access road. Part of the site is within Flood Zone 3 which reduces the net developable area. Part of the site is also designated as unstable land.	Poor
Market Attractiveness	The site is constrained by rising topography to the north	Poor

	west but also flood risk to the east. The site needs a new access road unless it is used as expansion land by adjacent businesses.	
Barriers to Delivery and Mitigation	Unless the site is used as expansion land by adjacent businesses it would need to have a new access road to be developed. The site also needs to be platformed.	
Planning Factors	The site is allocated as a New Employment site. There are no recent planning applications.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain allocated as New Employment site. B1 employment use would be appropriate so that the site is compatible with the adjoining residential properties.	
SITE SUMMARY:		
The site needs access improvements and is significantly constrained by topography and flood risk. This reduces the net developable area of the site. The site should retain its designation as a New Employment site.		

Calderside Works Off Burnley Road [NLP103] [1225]



GROSS SITE AREA:
3.18 ha

ESTIMATED NET DEVELOPABLE AREA:
0.18 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a designated Primary Employment Area, located in Luddenden Foot. The site covers a large area, with the majority occupied by Fairlea Auto Salvage and Spares. The land use is generally underutilised and low density, though the site also contains Calderdale Valley Auctioneers and five residential properties. There is a triangular plot in the south of the site which is cleared and ready to be developed.	
Strategic Road Access	Within 1km access to the A646 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	Good HGV accessible to most of the site but the Ellen Holme Road is on a gradient down to the site. The access road to Fairlea Autos is poor quality and has a steeper gradient. The site is further than 400m from a bus stop. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Luddenden Foot in a peripheral location with a small local labour market and no local services. The site is accessible from nearby Sowerby Bridge however.	Average / Poor
Compatibility of Adjoining Uses	There are residential properties in the centre of the site but they are buffered by mature trees, the aspect of their orientation, and Calderdale Valley Auctioneers. Overall the site is well contained. The site is bound and screen by its borders; the River Calder to the east and Ellen	Good

	Holme Road and the railway to the west.	
Developmental and Environmental Constraints	The site is predominantly brownfield land that would likely need remediating before it can be developed. Most of the site is fully developed and there is only a small parcel of cleared land available for development. The site is predominantly level though lower than the adjacent road. Much of the site is within Flood Zone 3 whilst all of it is within Flood Zone 2.	Very Poor
Market Attractiveness	The site is in a relatively peripheral location and the current quality of the site is very poor (excluding the residential properties and auctioneers). Development may need remediation, and if the Fairlea Autos plot were to be redeveloped it would need remediation.	Average / Poor
Barriers to Delivery and Mitigation	The site may need flood defence works before it is attractive for development. The site would also likely need remediation of brownfield land.	
Planning Factors	The site is designated as a Primary Employment Area. There have been a number of recent planning applications relevant to the site. <ul style="list-style-type: none">• Part of site included in boundary of application for the Demolition of former VTL works (Demolition Notification) was Granted Prior Approval on 29/10/2012.• Part of site included in boundary of application for the Use of the land for the storage of caravans, motorhomes, boats, trailers, and storage containers and stationing of site office and caravan to be occupied permanently by on-site security personnel permitted 5/7/2016.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	The site should retain its designation as a Primary Employment Area. Subject to flood defence improvements, B-class employment such as B1c, B2 or B8.	
SITE SUMMARY:		
The site is self-contained and covers a large area, though the entire site is within Flood Zone 2 and much of it is within Flood Zone 3. The site is nearly fully developed though there is a small parcel of brownfield land to the south of the site that could be developed. Providing flood defence works can be provided the site would be suitable to accommodate B-class employment use. The site should retain its designation as a Primary Employment Area.		

Site 1 at Shay Lane [NLP104] [1227]



GROSS SITE AREA:
0.29 ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	These are brownfield sites housing B2/B8 units and disused industrial buildings. The southern-most unit is occupied by Double Vision Window manufacturer and the adjacent unit appeared to be vacant and semi-derelict. The northern site appeared to be occupied by Trafalgar Motor Used Car workshop. They are currently allocated for employment uses. The sites are within a Primary Employment Area as shown on the RUDP Proposals Map.	
Strategic Road Access	The sites are approximately 500m from Keighley Road (A629) via good unconstrained roads that are suitable for HGVs.	Good
Local Accessibility	<p>There is some car parking on the northern site and limited parking on the southern site. There are no bus stops within 400m of the sites apart from a 'school bus only' stop on Shay Lane. Both sites have significant frontage onto Shay Lane.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Average

Proximity to Urban Areas and Access to Labour and Services	The sites are located in Ovenden, approximately 3km north of Halifax Town centre. There is a local labour supply and a limited range of services.	Average
Compatibility of Adjoining Uses	The sites are in an area of predominantly employment uses. They are bound by Shay Lane to the east, residential terraced properties to the south, Shay Lane Stables and Hanson Plywood Manufacturers to the west and Drakes Industrial Estate to the north. There are a couple of residential properties and access to the stables separating the two sites.	Poor
Developmental and Environmental Constraints	Two of the three units appeared to be occupied. Adjacent residential uses would need to be taken into consideration in future development proposals. Environmental Health comments: Sensitive receptors surround the site; careful design and layout required.	Average
Market Attractiveness	The sites have significant frontage onto Shay Lane and in close proximity to the A629 and Halifax Town Centre. However, the units are in poor condition and the vacant unit is semi-derelict.	Average
Barriers to Delivery and Mitigation	Two of the three units appeared to be occupied.	
Planning Factors	An application for the Removal of first floor on part of building and re-roofing was Permit CC on 02/05/2007.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain for employment – the sites could be rationalised with LP1231 to assist with access and creating a better quality frontage to Shay Lane.	

SITE SUMMARY:

These small sites are within a Primary Employment Area, north of Halifax Town Centre and have significant frontage onto Shay Lane. However, two of the three units are occupied and the vacant unit is in poor condition.

Drakes Industrial Estate Blackmires/Shay Lane [NLP105] [1228]



GROSS SITE AREA:
1.04 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Primary Employment Area; Leeds Bradford Airport consult zone</p> <p>This is a brownfield site currently being used for recycling facilities. The existing building is in poor condition. It is an existing employment site.</p>	
Strategic Road Access	<p>The site is approximately 750m from Keighley Road (the A629).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.</p>	Good
Local Accessibility	<p>The site can be accessed off Blackmires. There is some informal parking onsite. There are bus stops on Beechwood Road (approximately 200m from the site), with services to Illingworth, Queensbury, Denholm, Shelf and Halifax Town Centre.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Good
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located between Holmfild and Halifax (approximately 3km north of Halifax Town centre). There is a local labour supply and a limited range of services.</p>	Average
Compatibility of Adjoining Uses	<p>The site is bound by residential properties to the north and west, Shay Lane to the east and employment to the south.</p>	Poor
Developmental and Environmental Constraints	<p>Environmental Health comments: Land contamination and possible land conflict with proposed employment land at LP1231. Good design and layout crucial for Environmental Health to support an application.</p>	Average

Market Attractiveness	The site has significant road frontage and would be suitable for residential development due to the adjoining uses. There are few constraints and therefore development should be viable.	Good
Barriers to Delivery and Mitigation	If land contamination is present onsite this would need to be mitigated before commencing development.	
Planning Factors	An application to Upgrade access and form new road within site was Permit CC on 21/04/2011. Application for Galvanised steel storage building plus galvanised steel palisade fencing permitted 21/11/2016	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area	
SITE SUMMARY:		
This site is fully occupied by employment uses and designation as Primary Employment Area should be retained.		

Site Near Royd [NLP106] [1229]



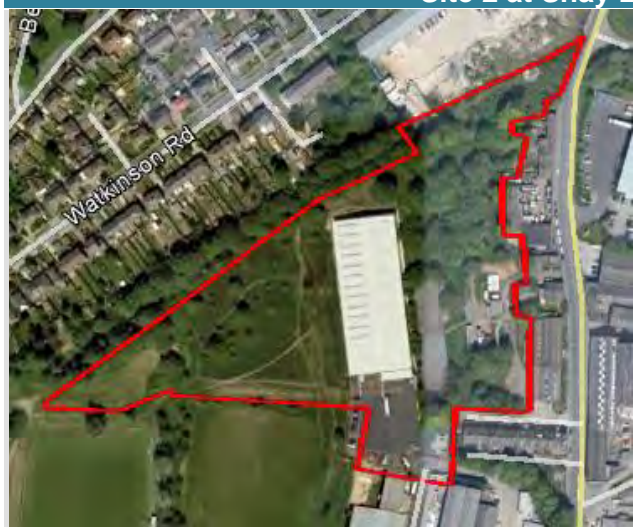
GROSS SITE AREA:
21.08 ha

ESTIMATED NET DEVELOPABLE AREA:
15.81 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a large Green Belt designation with several working farms, located to the north of Halifax in Ovenden. There is a relatively large gradient change from the east of the site down to the west.	
Strategic Road Access	<p>The site is within 400m of the A629.</p> <p>Highways England suggest that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline. They highlighted the potential for cumulative impact on the M62 J26; however, they recognise that the following mitigation schemes are committed: M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.</p>	Good
Local Accessibility	<p>There are no bus stops within 40m of the site and there is currently no parking onsite. Access to the site is difficult and via narrow and/or steeply sloping lanes.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is adjacent to the urban area of Ovenden, approximately 3km north of Halifax.	Average

Compatibility of Adjoining Uses	The site is bound by Churn Milk Lane/Howcans Lane and residential properties to the north, by Boothtown Road (A647) to the east, by greenfield land and B2/B8 uses to the south and by Royd Lane and Ovenden Brook to the west with the A629 adjacent.	Poor
Developmental and Environmental Constraints	There is a PROW footpath intersecting the site from east to west and a bridleway along the southern boundary of the site. There are also two pylons onsite and the powerlines intersect the site from north to south. The Council's Potential Sites (2015) document sets out that the developable area of this site is reduced to allow for the powerlines. In addition to the sloping topography and potentially unstable land, ecological pressures may reduce the developable area further.	Poor
Market Attractiveness	This is a large site on the edge of the urban area however, it is within the greenbelt, there are working farms on site, powerlines reduce the developable area and there are access issues.	Poor
Barriers to Delivery and Mitigation	The site is within the greenbelt and allocation would be dependent on the outcome of the greenbelt review and/or exceptional circumstances. There are also several working farms within the site.	
Planning Factors	The site is designated as Green Belt. An application for Two replacement dwellings was Permit CC on 24/03/2016.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment	
SITE SUMMARY:		
This is a large greenbelt site on the edge of the urban area which should be retained as greenbelt.		

Site 2 at Shay Lane [NLP107] [1231]



GROSS SITE AREA:
3.67 ha

ESTIMATED NET DEVELOPABLE AREA:
2.88 ha

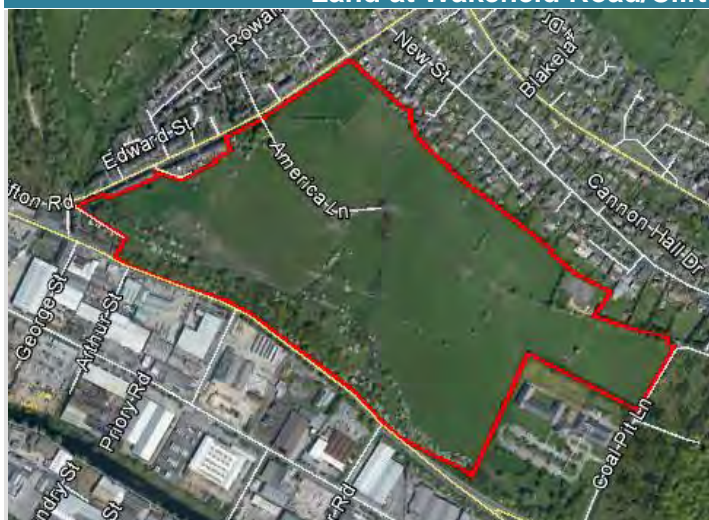
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Mixed use; Leeds Bradford Airport consult zone</p> <p>The site is allocated for Mixed Uses in the UDP. It is part-developed for employment uses (Hanson Plywood Ltd) and Shay Lane Stables. The remainder of the site is low value public open space.</p>	
Strategic Road Access	<p>The site is approximately 750m from the A629 (Keighley Road).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline</p>	Good
Local Accessibility	<p>The site has no existing access; however, this could be overcome by rationalising with site LP1227. There are bus stops on Beechwood road (approximately 300m from the site), with services to Illingworth, Queensbury, Denholm, Shelf and Halifax Town Centre.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located in Ovenden, approximately 3km north of Halifax Town centre. There is a local labour supply and a limited range of services.</p>	Average

Compatibility of Adjoining Uses	The site is bound by residential uses to the north, west and partly to the east and south. The site is also bound by employment uses to the north and east (Drakes Industrial Estate).	Average
Developmental and Environmental Constraints	Environmental Health comments: Sensitive receptors surround the site, careful design and layout required.	Average
Market Attractiveness	The site is part-developed for employment uses and therefore, the remainder would be appropriate for further employment or mixed use development. There are few constraints, apart from the need to create an access.	Average
Barriers to Delivery and Mitigation	The site has no existing access; however, this could be overcome by rationalising with site LP1227.	
Planning Factors	<p>An application for a Wholesale distribution warehouse with ancillary offices, preparation areas and fuel tank (Reserved Matters Pursuant to Outline Planning Permission 05/02105/OUT) was Approved on 02/10/2006.</p> <p>An application for a Wholesale distribution warehouse with ancillary offices, prep areas and fuel tank was Permit CC on 05/02/2007.</p> <p>Small part site included in application for the Demolition of self-contained industrial unit and extension to existing warehouse was Permit CC on 01/10/2010.</p>	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain for Mixed Use development.	

SITE SUMMARY:

This is a relatively unconstrained site which is part-developed for employment uses and therefore, the remainder would be appropriate for further employment or mixed use development. There are few constraints, apart from the need to create an access which could be achieved through rationalisation with site LP1227.

Land at Wakefield Road/Clifton Common [NLP108] [1232]



GROSS SITE AREA:
25.57 ha

ESTIMATED NET DEVELOPABLE AREA:
20.46 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Wildlife corridors; New Employment site; Leeds Bradford Airport consult zone</p> <p>Greenfield site within the urban area, currently used for agricultural purposes.</p> <p>It is identified as a New Employment site in the RUDP. It has also been allocated as an enterprise zone earlier this year (Clifton Business Park).</p>	
Strategic Road Access	<p>The site is adjacent to the A666 and A643, and only 500m from junction 25 of the M62.</p> <p>The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site will have a significant traffic impact on the strategic road network (SRN) at M62 junctions 24 and 25. The proposed site is larger than Highways England had initially included in their modelling, and so the model now significantly underestimates the potential effects of allocating this site, and committed schemes such as smart motorway will not mitigate the effects of allocating the site. Highways England are working with CMBC to understand the implications of the (larger) site and to identify mitigation measures which may facilitate its development. But as committed schemes may not provide enough mitigation, developers of the site may have to deliver or contribute to delivering required mitigation. This should be included in IDP. Suggest site is delivered later in the plan period. Categorical AMBER - but almost a red.</p>	Very Good

	Highways England stated that additional mitigation was likely to be required by 2028.	
Local Accessibility	<p>The site has significant road frontage onto Wakefield Road (A644) which forms a gateway to Brighouse, so it is a highly visible site. It can be accessed from America Lane (off the A643) which is unmade, and an existing farm track off Coal Pit Lane to the east of the site could form another access (however, this becomes single track after this point). There are multiple bus stops within 400m of the site with services to Brighouse, East Bierley, Bradford, Cleckheaton and Leeds.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is only 400m east of Brighouse town centre, with access to its range of services and local labour supply. There is also a residential development of a significant size adjacent to the site, to provide a local labour supply.	Very Good
Compatibility of Adjoining Uses	<p>The site adjoins industrial uses immediately south of Wakefield Road.</p> <p>The site is bounded by Holiday Inn/Coal Pit Lane to the east, the A644 (Wakefield Road) to the south, the A643 to the west and residential properties to the north.</p>	Good
Developmental and Environmental Constraints	<p>A public Right of Way (footpath) intersects the site along America Lane and then cutting down to Wakefield Road. There are also a couple of pylons on the western boundary of the site and overhead cables intersect the site from north to south. These factors reduce the net developable area by approximately 10%.</p> <p>Previous site assessments for CBC identified possible contamination on this site.</p> <p>Environmental Health comments: No service yards near residential properties. Consideration to West Yorkshire Air Quality guidance required. Some land contamination in parts of site.</p>	Good
Market Attractiveness	This is a highly accessible, highly visible, large and relatively unconstrained site. It has recently been allocated as an enterprise zone, as such the associated financial incentives will encourage businesses to locate here.	Very Good
Barriers to Delivery and Mitigation	A new access/accesses will need to be created from Wakefield Road.	

Planning Factors	The site is one of the sub-region's strategic sites and is designated as an Enterprise Zone. The site is allocated for New Employment. There are a number of recent planning applications relevant to the site or in proximity to the site:
OVERALL SITE RATING	Very Good
Recommendation and Potential Future Uses	Retain allocation for B class land use

SITE SUMMARY:

This is a large, relatively unconstrained and accessible site being located at the gateway to Brighouse and in close proximity to the M62. The site has been allocated for Employment uses and is designated as one of the Leeds City Region's Enterprise Zones. The allocation for B class employment uses should be retained.

Land off King Street [NLP109] [1234]



GROSS SITE AREA:
2.12 ha

ESTIMATED NET DEVELOPABLE AREA:
1.908 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a relatively large and square area, with a level topography. The site is brownfield land with demolished buildings in the north of the plot. The site is designated as a new employment site, and is one of the only available areas for new employment development in Hebden Bridge. The site is bordered by mature trees which provide a buffer to the land adjacent to the west, north and east.	
Strategic Road Access	<p>Direct access to the A646.</p> <p>The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site will have a significant traffic impact on the strategic road network (SRN) at M62 junctions 24 and 25. As committed schemes will not provide sufficient capacity, this site may need to deliver or contribute to the additional schemes identified by the Highways England West Yorkshire Infrastructure Study and included in the Infrastructure Delivery. Highways England scored the level of impact on the strategic highway network as 161. They highlighted the potential for cumulative impact on the M62 J24; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme. Highways England stated that additional mitigation was likely to be required by 2028.</p>	Good
Local Accessibility	The site has an access road though it is in need of improvement. Opposite the site to the south is a bridleway/canal footpath leading into Hebden Bridge. There are bus stops within 400m with services to Burnley, Halifax, Rochdale, and Todmorden.	Good

	Highways England scored the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	
Proximity to Urban Areas and Access to Labour and Services	The site is in Hebden Bridge, with access to local but relatively small labour market. There are services in close proximity in Hebden Bridge Town Centre.	Good
Compatibility of Adjoining Uses	The site is well buffered but adjoins a residential estate to the east including common land. There are also residential properties to the south west and north, though these are well screened by mature trees. The site is bound by the A646 to the south.	Average
Developmental and Environmental Constraints	The site is brownfield land and may require remediation. The site is located in Flood Zone 3 which is a constraint to development without mitigation. There is planning permission for construction of a retail store and five storey hotel, however this has not yet been developed.	Poor
Market Attractiveness	The site is in a good location in Hebden Bridge and is one of the few sites available to be developed for employment use in the wider area. The site is however constrained by flood risk, possible remediation of brownfield land and currently has planning permission for non B-class land use. The site offers a sizeable parcel of land for development though when considering the shortage of sites in this area.	Average
Barriers to Delivery and Mitigation	The site may require flood defences to improve the attractiveness for employment uses. The landowner's intentions may be a constraint due to the application for non B-class land use. These constraints could be mitigated by providing flood defences, applying a Compulsory Purchase Order and marketing the site for B-class employment use.	
Planning Factors	<p>The site is designated as a new employment site. However the Council have approved planning applications for non B-class employment use in recent years, as well as refusing other applications.</p> <ul style="list-style-type: none"> An application for the Construction of 58 residential units (Full Application) and 2500 sq. metres commercial use (Outline Application) was Permit CC on 13/03/2008. <p>An application for the Construction of 58 residential units (Full Application) and 2500 sq. metres commercial use (Outline Application) (Application to replace an extant planning permission in order to extend time limit for implementation of 07/02224) was Refused on 24/08/2011.</p> <p>An application for Submission of information to Discharge Conditions on application 12/01003 - conditions 1- 29 is Pending Consideration.</p> <p>An application for Construction of retail store and five storey hotel. (Further retail impact assessment submission and removal of hydroelectric power station) was Permit CC on 09/12/2013.</p> <p>An application for a Screening Opinion Hydro Electric Power Station was EIA Not Required on 10/12/2012.</p>	

	<ul style="list-style-type: none"> An application for the Demolition of lean to outbuilding and conservatory to facilitate construction of a two storey two bedroom extension was Permit CC on 12/02/2015.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Retain designation as new employment site. B1 employment use would be appropriate for the site to reflect the adjacent residential properties, though the site is large enough so that a generous buffer could allow other B-class employment.
SITE SUMMARY:	
<p>The site is a designated new employment site in Hebden Bridge, and one of the few sites available for employment development. The site has several constraints to development however, including Flood Zone 3, brownfield land, and planning permission for non B-class employment. There is a shortage of employment sites in this part of the Borough however and there is a strategic argument to retaining the designation as a new employment site. However, given the planning history on the site, the decision on whether or not to protect it for B-class employment lies with the Council.</p>	

Bethel Street [NLP110] [1248]



GROSS SITE AREA:
0.25 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site in Brighouse Town Centre is in use as a public car park. It is designated as Town Centre land.	
Strategic Road Access	The site is within 50m of the A641, 100m from the A643 and 2km from junction 25 of the M62.	Good
Local Accessibility	<p>The site is in a town centre location and can be accessed from Bethel Street (one way). There are a few bus stops within 400m of the site with services around Brighouse and to Bradford, Elland, Halifax and Huddersfield. The site is also only 400m walking distance from Brighouse train station.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Brighouse Town Centre with access to its range of services and local labour supply.	Good
Compatibility of Adjoining Uses	The site is bound by a mixture of uses to the north, east and west including shops, restaurants, offices and a gym. To the south the site is bound by a cycle corridor and the River Calder.	Average / Poor
Developmental and Environmental Constraints	<p>The site is within Flood Zone 2 indicating that it is at an increased risk of flooding and this restricts the development of 'highly vulnerable' uses on this site. The site is adjacent to a listed building which would constrain development.</p> <p>Environmental Health comments: Expressed concerns with residential uses on this site. Consideration to existing business in particular eating establishments, dispersion of the cooking odours may cause nuisance.</p>	Average
Market Attractiveness	This is a central, relatively unconstrained site in an attractive, accessible location.	Good
Barriers to Delivery and Mitigation	Flood mitigation measures may need to be put in place to mitigate the risk.	

Planning Factors	<p>An application for a Change of use from former concert hall (D2) to retail (A1) was Permitted by CBC on 03/12/2007.</p> <p>An application for a Change of use from children's play gym (D1) to dry cleaners (A1) was Permitted by CBC on 17/12/2010.</p>
OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Allocate for Mixed Use development. The site has potential for mixed use development with an element of B1a office, subject to the relocation of the existing carpark.
SITE SUMMARY:	
<p>This is a central, relatively unconstrained site in an attractive, accessible location. It is considered that the site would be a more appropriate Mixed Use allocation, potentially with an element of B1a office.</p>	

Northgate House / Central Library Northgate [NLP111] [1287]



GROSS SITE AREA:
0.92 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is occupied by Council offices, public library, and Northgate House car park. The site is designated as Town Centre. The adjacent land to the south side of Gaol Lane is designated Halifax residential amenity zone.	
Strategic Road Access	The site is accessible for vehicles from Wade Street which is approximately. 0.6km from the junction of the A629 and A58.	Good
Local Accessibility	The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m). Town centre location, car parking on site. Bus stop for access bus on-site; bus station opposite.	Very good
Proximity to Urban Areas and Access to Labour and Services	Located within Halifax Town Centre with close access to local services and public transport.	Very good
Compatibility of Adjoining Uses	Bounded by Halifax bus station to the north, Royal Mail depot to the east, retail to the south and commercial uses to the west.	Very good
Developmental and Environmental Constraints	Environmental Health comments: Concerned with housing at this site, very close to bus depot and post office depot. Early morning noise issues may arise and cause disturbance. Some land contamination. Entire site occupied.	Poor
Market Attractiveness	Central location, parking, buildings in good condition.	Good
Barriers to Delivery and Mitigation	The entire site is occupied and would require vacancy for redevelopment.	
Planning Factors		

OVERALL SITE RATING	Good
Recommendation and Potential Future Uses	Allocate for Mixed Use development. A mix of B1a employment use along with other uses such as retail and leisure would be appropriate for the site.
SITE SUMMARY:	
This is an accessible, attractive site but it is currently occupied by council offices. Could potentially be redeveloped in future for a mix of uses, potentially including B1a office.	

Cow Green Car Park [NLP112] [1292]



GROSS SITE AREA:
0.35 ha

ESTIMATED NET DEVELOPABLE AREA:
0.35 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This brownfield site was previously used as a car park but is now cleared land. The site is owned by CMBC and will be sold for redevelopment. The site is within the Halifax Town Centre designation.	
Strategic Road Access	Adjacent to A629 (Cow Green).	Good
Local Accessibility	Adjacent to A58 (Cow Green). Parking adjacent at Lister Street car park. Within walking distance of the Town Centre and bus station. the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Very good
Proximity to Urban Areas and Access to Labour and Services	Located within Halifax Town Centre with good access to the local labour market and services.	Very Good
Compatibility of Adjoining Uses	Bound by Cow Green to the east, B2/B8 uses to the south (Walker Singleton Surveyors), Lister Street car park to the east, Restaurant to the north.	Good
Developmental and Environmental Constraints	Environmental Health comments: Design and layout of site critical. Concern with residential as road traffic noise may give rise nuisance and close proximity of the adjacent restaurant, the kitchen extraction flue may be an issue. Possible land contamination.	Good
Market Attractiveness	Town centre location, accessible, level site.	Good
Barriers to Delivery and Mitigation	This site was formerly used as a car park but is now cleared land. CMBC need to sell the land before it can be developed.	
Planning Factors	An application for a Car Park (Demolition Notification) Required Prior Approval on 20/10/2015.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Allocate for Mixed Use development. The site is in a good location close to Halifax Town Centre. B1a employment use, potentially part of a mixed use development with other uses such as leisure or residential	

	would be suitable.
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SITE SUMMARY:

The site is within the Halifax Town Centre designation and has an excellent labour market catchment and accessible to local services and the bus station. The site is cleared and was previously used as a car park. The site is owned by CMBC who are looking to sell the site for its redevelopment. This is a visible and accessible site with potential for Mixed Use development, potentially with a component of B1a office.

Land at Ainleys Industrial Estate Ainley Bottom [NLP113] [1410]



GROSS SITE AREA:
1.61 ha

ESTIMATED NET DEVELOPABLE AREA:
1.45 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Greenbelt; Leeds Bradford Airport consultation zone</p> <p>Vacant Green Belt site but adjacent to the existing Ainley's Industrial Estate and to allocated New Employment site to the west. The site would be a logical expansion to the industrial estate.</p>	
Strategic Road Access	Approx. 1.6km from the A629	Average
Local Accessibility	<p>Bus stops on Huddersfield Road (approx. 300m from the site) with services to Elland, Halifax and Huddersfield.</p> <p>The only potential access to the site would be through adjacent land to the west which is designated as a new employment site. There is an existing track and gate to the site.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Elland within close proximity of residential areas and services.	Good
Compatibility of Adjoining Uses	The site is bound by the well-established Ainley's Industrial Estate to the north; a vacant brownfield site to the west; and greenfield land to the east and south.	Very Good
Developmental and Environmental Constraints	<p>Part of the site is covered by established woodland.</p> <p>There is approximately a 2 metre incline from north to south across the site, and would require some levelling or platforming. Overhead lines cross the south-eastern corner of the site.</p>	Average

Market Attractiveness	Access to this site is currently a barrier to delivery although this could be provided from the Ainley Bottom road to the west, through the allocated New Employment site. The site is located in an area that would be attractive to the market.	Good
Barriers to Delivery and Mitigation	Highways access would be across adjacent land therefore the site currently has no means of access. Creating a suitable access may be unviable relative to the size of the site. It is Green Belt land and could be revisited if the site is released after the Green Belt Review.	
Planning Factors		
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Allocate for B-class employment use. This site should be allocated for the long term future expansion of the Ainley's Industrial Estate, alongside future development of adjoining sites. A range of B-class employment uses would be appropriate.	
SITE SUMMARY:		
<p>This undeveloped site is on the edge of the well-established Ainley's Industrial Estate, within close proximity to Elland with good access to services, amenities and a labour supply. The site would only be suitable for employment uses.</p> <p>However, the small size of the site, difficulty and cost associated with creating an access route could mean it is expensive to develop the site. The site would be suitable for the long term natural extension of Ainley's Industrial Estate should sites NLP25 and NLP58 come forward.</p>		

Land off Old Lane [NLP114] [1433]



GROSS SITE AREA:
0.38 ha



ESTIMATED NET DEVELOPABLE AREA:
0.34 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is part greenfield, part brownfield and currently vacant. The site is within a designated Primary Employment Area.	
Strategic Road Access	The site is approximately 300m from the A629 via Broad Tree Road, however it is not suitable for HGVs. It is 450m to the A629 via Old Lane which is suitable for HGVs.	Good
Local Accessibility	The site can be accessed via Old Lane to the north. Alternative access from the A629 to the south is by Broad Tree Rd which whilst a short distance is cobbled and narrow in places. There is some informal parking currently onsite. There are two bus stops within 400m of the site on Ovenden Road (A629) with services to Ovenden, Illingworth, Halifax, Queensbury and Denholme. the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of a sub-regional town (Halifax) and in close proximity to sizeable residential areas providing local labour supply and access to a range of services.	Good
Compatibility of Adjoining Uses	The site is bound to the north by Halifax Boxing Club and Ladyship Mill Carpets, to the east by A1 second-hand furniture shop and to the south by Broad Tree Road. To the west of the site are residential properties fronting onto Ovenden Road (A629), which are raised above the site but not directly adjacent due to a buffer of trees.	Good / Average
Developmental and	There is possible contamination due to the surrounding	Average

Environmental Constraints	industrial uses. Broad Tree Rd and Old Lane would be unsuitable for significant volumes of HGV traffic. The site would be most suited to B1c uses to ensure it is compatible with the adjacent residential properties.	
Market Attractiveness	This is a small level site near the A629 which presents an opportunity for mixed use development, some mitigation may be required. The site is located in area that caters for indigenous SMEs. A small development of flexible workshop space for B1c would likely generate market interest.	Average
Barriers to Delivery and Mitigation	There is possible contamination which would need investigation and potential mitigation measures. The residential properties to the west mean that B1c is the most appropriate land use for the site.	
Planning Factors	The site is designated as a Primary Employment Area. There is a lapsed outline planning permission for industrial units and car parking on this site, dating to 28/06/00.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site would be suitable for a small development of workshop units for B1c uses.	
SITE SUMMARY:		
This is a small vacant site north of Halifax and adjacent to the A629. The site has potential for mixed use development as it is adjoining residential and commercial uses. The site should retain its designation as a Primary Employment Area.		

Land between Wistons Lane and Jubilee Way [NLP115] [1443]



GROSS SITE AREA:
0.50 ha

ESTIMATED NET DEVELOPABLE AREA:
0.23 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: Cycle corridor; Wildlife corridors; Primary employment area; Leeds Bradford Airport consult zone. A very small area to the South of the site is designated Cycle corridor; Wildlife corridors; New Employment site.</p> <p>This is a vacant brownfield plot fronting Wistons Lane/Jubilee Way.</p>	
Strategic Road Access	The site is approximately 100m from the A629.	Good
Local Accessibility	<p>Good access road to housing and a nearby bus stop with services to Brighouse, Dewsbury, Halifax and Huddersfield.</p> <p>the CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Very good
Proximity to Urban Areas and Access to Labour and Services	This site is in a peripheral location however, Elland town centre is within walking distance, with access to a range of services and a local labour supply.	Good
Compatibility of Adjoining Uses	A small number of residential properties to the south opposite Wistons Lane. The rest of the adjacent land use is undeveloped land, with a large Morrisons store located to the west.	Average
Developmental and Environmental Constraints	There is a small electricity substation on the site, and whilst the size of the site is small it offers a predominantly level plot for development. There is however a gradient of approximately 3m from the Morrisons forecourt to the site, which acts as a buffer. The adjacent residential properties constrain development options for the site.	Poor
Market Attractiveness	This site is within the urban area and in an accessible location. However, it is small and relatively constrained which may mean development is not viable. The	Average

	surrounding units are in good condition; the adjacent Morrisons store is new and of a high quality and the Nu-swift (fire protection solutions) unit opposite is also modern and in good condition.	
Barriers to Delivery and Mitigation	The site is mostly occupied apart from a small plot adjacent to Eastgate. However, the access from Eastgate would need to be improved.	
Planning Factors	The site is designated as a Primary Employment Area. Planning applications relevant to the site: <ul style="list-style-type: none">• Included within boundary of application for the Demolition of Existing NuSwift Factory and the construction of a Food store, Petrol Filling Station, Car Park, associated on-site/off-site Highway Works and a new relocation Factory for NuSwift International Ltd was Permitted (Subject to a Legal Agreement) on 05/10/2011.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. A small B-class development would be suitable on the site, though B1a or B1c would be preferred to be compatible with the adjacent residential properties.	
SITE SUMMARY:		
This site is within the urban area and in an accessible location. However, it is small and relatively constrained which may mean development is not viable. The site is mostly occupied apart from a small plot adjacent to Wistons Lane/Eastgate. However, the access from Eastgate would need to be improved to unlock site. The residential uses opposite limit the developable uses on the vacant plot.		

Hanson Brickworks Lower Edge Road [NLP116] [1447]



GROSS SITE AREA:
19.33 ha

ESTIMATED NET DEVELOPABLE AREA:
15.46 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is designated as Green Belt and as a Mineral Working Site. The site is a former quarry covering a large area, with trees and foliage on the western portion screening the site. The majority of the site is terraced and excavated and would require levelling and potentially remediation works before it could be developed for employment use.	
Strategic Road Access	<p>The site is within 1km of the A629.</p> <p>The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site will have a significant traffic impact on the strategic road network (SRN) at M62 junctions 24 and 26.</p> <p>As committed schemes will not provide sufficient capacity, this site may need to deliver or contribute to the additional schemes identified by the Highways England West Yorkshire Infrastructure Study and included in the Infrastructure Delivery Plan A. It is also suggested that development of this site not be commenced until later in the Plan period.</p>	Good
Local Accessibility	Lower Edge Road is reasonably steep and narrow; there is a 20mph speed restriction in place. Shaw Lane is not accessible for vehicles over 7.5 tonnes immediately after the turn-off to the quarry. Shaw Lane is fairly wide but would need re-surfacing. It leads to disused quarry so suitable for HGV access. It has a fairly steep gradient down to the quarry site. Approaching the site from Lower Edge Road is unsuitable for large volumes of traffic as it passes through quiet residential areas.	Poor

	<p>If the site were to come forwards for employment use a more appropriate access to the site would be to provide new infrastructure connecting to the Lowfields Industrial Estate to the north. However this would require a significant level of public sector funding. If such an access route could be provided then it would improve the attractiveness of the site for employment use.</p> <p>There are bus stops on Lower Edge Road (opposite Lodge Drive) with services to Brighouse Town Centre, Elland Town Centre, Halifax Town Centre and Dewsbury.</p> <p>The CMBC site assessment scored the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Elland, though if it were accessible through the Lowfields industrial estate it would have a good accessibility to the local labour market.	Good / Average
Compatibility of Adjoining Uses	Bounded by train line to the north, greenfield land to the east and west and Lower Edge Road to the south. The site is currently self-contained, though could act as a strategic extension to the Lowfields Industrial Estate to the north west.	Good
Developmental and Environmental Constraints	There is an incline of approximately 6m from north to south. There is dense vegetation on the site, particularly to the west. The site is a former quarry and would require significant remediation and some levelling works. This may make the site unviable to develop for employment use in the short term. The current access roads are unsuitable for large volumes of employment traffic. The alternative access approach via Lowfields Industrial Estate would require a significant amount of new infrastructure investment.	Poor
Market Attractiveness	The adverse topography of this site; requirement for site clearance and its former use as a quarry means that it may be costly to develop. In the short term the site would be unattractive and likely unviable to develop for most B-class employment uses. In the long term the site may be more attractive to develop for employment use though this would largely be dependent on access infrastructure improvements.	Poor
Barriers to Delivery and Mitigation	The site comprises a former quarry and therefore there are deep excavations. Remediation and levelling works would be needed which may be of a scale that would be a barrier to delivery in the short term. Accessing the site is also a significant barrier to delivery; Lower Edge Lane is unsuitable for large volumes of employment related traffic and the alternative of developing a new access infrastructure from the Lowfields Industrial Estate would be costly.	

Planning Factors	<p>The site is currently designated as Green Belt and a Mineral Working Site. There are a number of planning applications relevant to the site:</p> <ul style="list-style-type: none"> • An application for the Variation of conditions 4, 18, 23 and 24 of interim development order 95/00063/IDO to amend the scheme of restoration of the land (EIA) was refused on 21/01/2016. • An application for the variation of conditions 4, 18, 23, and 24 of interim development order 95/00063/IDO (resubmission of 15/00945/MVARL) is pending consideration.
OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Safeguard land for long term employment use.

SITE SUMMARY:

The site is a secluded former quarry surrounded by greenfield land and bounded by the train line to the north, designated as Green Belt and Mineral Working Site. Site clearance is needed and the topography of the site and former use as a quarry would make it costly to develop. In the short term these remediation costs are unlikely to be viable for most B-class employment uses. Access to the site is also poor, and the alternative of providing new access infrastructure from the nearby Lowfields Industrial Estate would require public sector intervention. Whilst the application for residential development on the adjacent site was recently refused, employment use would be undermined if a future application were successful. The site faces numerous constraints to development and is unlikely to be viable for employment use in the short term, and unlikely to be deliverable over the plan period. The site should therefore not be allocated for B-class employment. However, due to the strategic location near to the Lowfields Industrial Estate, the land should be safeguarded to accommodate any potential expansion of the industrial estate. This would only be possible if public sector funding was secured to provide new access infrastructure connecting to the Lowfields Industrial Estate. Additionally, development of this site is likely to require safeguarding of land in the adjacent site NLP64 to accommodate the new access infrastructure. If NLP64 is developed for residential development then it would be more challenging to develop this site for employment use. Together this site and NLP64 offer the only flood risk free land to expand the Lowfields Industrial Estate.

Land to the West of Elland Bridge [NLP117] [1454]



GROSS SITE AREA:
6.64 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	RUDP 2006 Designation: Cycle corridor; Wildlife corridors; Washland; Greenbelt; Leeds Bradford Airport consult Zone. Open grassland. There is a ridge in the middle of the site, raised approximately 2m. A track runs along this ridge. There appeared to be some work being undertaken on the site at the eastern corner.	
Strategic Road Access	<p>The site is approximately 900m from the A629 heading north towards Halifax or 1.5km to the A629 heading south.</p> <p>Highways England suggests that development of this site not be commenced until completion of the RIS schemes programmed to start in the current roads period (2015/16-2019/20).</p> <p>In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline. They highlighted the potential for cumulative impact on the M62 J25; however, they recognise that the following mitigation schemes are committed: M62 J20-J25 Smart Motorway RIS Scheme.</p>	Average
Local Accessibility	<p>The site can be accessed from Elland Bridge. The existing access road is unmade. Car parking seems to be an issue for some of the nearby units.</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 1 (>2km).</p>	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Elland within the Urban Boundary and with access to labour and services.	Good
Compatibility of Adjoining Uses	The site is bound by the Calder and Hebble Navigation to the north, industrial units (occupied by C3S Security) to the east and the River Calder to the south and west.	Good

Developmental and Environmental Constraints	The majority of the site is within Flood Zone 3 and therefore at a greater risk of Flooding. There are flood defences in place, however further investigation and mitigation would be required. The site is designated as washland meaning it plays a strategic role by accommodating flood water during flood events.	Very Poor
Market Attractiveness	The adjoining industrial units are occupied but in poor condition. A site with such severe flood risk is not attractive to the market.	Very Poor
Barriers to Delivery and Mitigation	Flood mitigation measures would be necessary in order to develop this site.	
Planning Factors	The site is designated as washland. There are no recent planning applications.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate. The site is designated as washland which is strategically important to mitigate flood risk.	
SITE SUMMARY:		
This site is adjoining established industrial uses but is heavily constrained due to its proximity to the River Calder and Calder and Hebble Navigation. Flood mitigation measures would be needed to unlock the site. The site is however within Flood Zone 3 and designated as washland, meaning it plays a strategic role in accommodating flood waters. The site is therefore unattractive to potential occupiers and should not be allocated for employment use.		

Victoria Works Victoria Road [NLP118] [1502]



GROSS SITE AREA:
0.97 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site consists of light industrial workshops, and is located close to Hebden Bridge Town Centre. The site is designated as a Primary Employment Area and a Regeneration Priority Area. The site is an active and partly occupied business park, adjacent to residential properties. There is woodland and a gradient to the west of the site. Approximately 20% of the site appears vacant. The current occupiers include: Rushmoor, Hebden Flooring, Karl's Kit Bag, Egg Factory (creative co-working space), Wood and Wire Made, and We Cycle (cycle, recycle alternative technology centre).	
Strategic Road Access	The site is within 1km of the A646, though access is through predominantly residential areas. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	The access road to the site is in poor condition, though the site is in close proximity to the Town Centre and bus services. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 2 (800m - 2km).	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in the north of Hebden Bridge, within walking distance of the Town Centre. The site has access to local services and local labour market.	Good
Compatibility of Adjoining Uses	There are new build residential properties directly opposite the site to the north, and to the east, and some older residential properties in the surrounding area. There is woodland and a gradient to the west of the site, as well as a small river.	Poor
Developmental and	The site is physically constrained by residential	Average/

Environmental Constraints	properties, the river to the west and woodland. Part of the site is within Flood Zone 2. Some of the existing units are likely in need of refurbishment: The site may have some contaminated land.	Poor
Market Attractiveness	Approximately 20% of the units on the site are vacant and some are in need of refurbishment. Hebden Bridge is a popular location for both residential and employment development, though a lack of sites and flood risk are constraints.	Average
Barriers to Delivery and Mitigation	The site is in existing use as a primary employment site. Flood risk could be mitigated if an appropriate flood defence scheme is considered feasible and viable.	
Planning Factors	<ul style="list-style-type: none">The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area. The site should continue to accommodate B-Class employment use.	
SITE SUMMARY:		
The site is designated as a Primary Employment Area. Whilst some units are vacant and others are in need of refurbishment, the site is one of the few employment sites in Hebden Bridge serving the local market in West Calderdale. The site should therefore be retained for B-Class employment use.		

Land at Calder Brook [NLP119] [1522]



GROSS SITE AREA:
2.97 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is generally poor quality and consists of an existing industrial estate/business park and encompasses a small number of residential properties. The site is designated a Primary Employment Area. The site also comprises other designations, including Urban Openspace and Pipelines. The site is occupied by Guard Tech, Arose Engineering, VBA, Calder Brook Garage, Topmix, and Green Hand Gang (landscape services).	
Strategic Road Access	Within 1km of the A646 In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact on the mainline.	Good
Local Accessibility	There is a narrow bridge from the main road to site, difficult for HGV access but possible. There are bus stops within 400m. There is limited on road car parking space. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 2 (800m - 2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Mytholmroyd in West Calderdale. There are no local services in immediate proximity and the local labour market catchment is relatively modest.	Average/ Poor
Compatibility of Adjoining Uses	There is a small row of terraced houses to the west of the site. The rest of the site is buffered from adjoining uses, by woodland to the south and west and by the river to the north. Residential properties the east are buffered by a gradient and woodland. There is a large derelict former mill opposite the site to the north.	Average
Developmental and Environmental Constraints	The site is level and covers a relatively large area for the location though it is constrained by the existing	Average / Poor

	uses, steep topography to the south and the River Calder to the north. The site is within Flood Zone 2, with parts within Flood Zone 3. There is a small plot outside the site boundary, approximately 0.09 ha that could accommodate a small unit. However this plot is close to the river and within Flood Zone 3, and therefore unattractive for development. The steep gradient to the south prevents expansion of the site. Access to the site is possible for HGVs but difficult.	
Market Attractiveness	The site serves a lower end market with most of the units being of poor quality, though they are all occupied. Redevelopment may be viable but flood risk and accessibility are issues. The small undeveloped plot could be developed but this is likely to remain undeveloped without appropriate flood defence mitigation.	Average/ Poor
Barriers to Delivery and Mitigation	Flood risk is a constraint to development of the undeveloped plot. The plot is also brownfield land and may require remediation. The majority of the site is fully developed and fully occupied.	
Planning Factors	The site is designated as a Primary Employment Area. There is one planning application relevant to the site: <ul style="list-style-type: none">• An application for One pair of semi-detached houses on land at workshop was Permit CC on 07/08/2006.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Retain designation as Primary Employment Area.	
SITE SUMMARY:		
The site is an existing employment area, and whilst the site is almost fully developed and consisting of poor quality buildings it is fully occupied. Access to the site with HGVs is difficult but possible. There is no potential to expand the site. The site should be retained as a Primary Employment Area.		

Todmorden West Railway Curve Stansfield Road [NLP120] [1535]



GROSS SITE AREA:
1.02 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a small wooded parcel of land surrounded by the railway lines on all sides. There is no prospect of the site coming forwards for development.	
Strategic Road Access	Within 1km of the A646. In terms of impact on the strategic highway network, Highways England identified that development of this site would have no significant impact.	Good
Local Accessibility	There is currently no access to the site and as it is entirely bound by the railway it would be impossible to develop a new access road without disrupting the railway. The CMBC site assessment scores the site's distance to a bus stop as 3 (<400m) and distance to a rail station as 3 (<800m).	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Todmorden where there is a small local labour market and local services.	Good
Compatibility of Adjoining Uses	The site is immediately adjoined by railway lines and has a buffer of mature trees. There are also residential properties to the north and south. There is an industrial estate to the west of site.	Poor
Developmental and Environmental Constraints	The site cannot be accessed due to the railway lines on each side. This prevents the site from being developed. The site also accommodates a number of mature trees.	Very Poor
Market Attractiveness	The site would receive no market interest as it is inaccessible.	Very Poor
Barriers to Delivery and Mitigation	The site cannot be delivered because there is no feasible access which cannot be mitigated.	

Planning Factors	
OVERALL SITE RATING	Very Poor
Recommendation and Potential Future Uses	Do not allocate for employment use. The site is bound on all sides by railways and cannot be developed.
SITE SUMMARY:	
Poor site because of no access, with significant barriers to development and constraints. The site should not be allocated for employment use.	

Land off Riley Lane Holdsworth Road [NLP121] [1562]



GROSS SITE AREA:
8.36 ha

ESTIMATED NET DEVELOPABLE AREA:
7.52 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is part greenfield/part brownfield. It is occupied by a log mill and caravan site to the south. The majority of the site is allocated as a New Employment site, though the southern portion is currently designated as Green Belt and as a Primary Housing Area.	
Strategic Road Access	The site is approximately 1.3km from the A629	Average
Local Accessibility	The site can be accessed from Holdsworth Road and a farm track runs adjacent to the caravan site providing access to the greenfield part of the site. However, the access road from Holdsworth Road is not within the site boundary. There are bus stops adjacent to the site on Holdsworth Road, with services to Denholme, Illingworth and Halifax. The CMBC site assessment scores the site's distance to a bus stop as 1 (>2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located Holmfield with access to a range of services and local labour market. It is approximately 5km north of Halifax Town centre.	Average
Compatibility of Adjoining Uses	The site is bound by Holdsworth Road/Riley Lane to the south (with residential properties adjoining), employment uses to the east (Holmfield Industrial Estate) and open countryside to the north and west.	Good
Developmental and Environmental Constraints	The site is predominantly level with few constraints to development except for the existing uses in the southern portion of the site which is not currently designated as a new employment site. This part of the site is occupied by a log mill and caravan site.	Good / Average

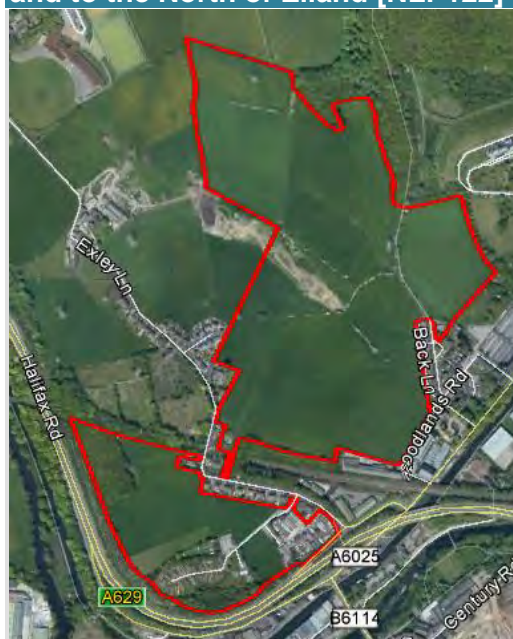
	There is also newly planted woodland occupying approximately 15% of the site. Mature trees worthy of protection (TPO) border the site on the eastern and northern boundaries. Public footpaths bound the site on the north and west boundary, the Calderdale Way runs along the eastern boundary and a public footpath intersects the site east to west through the newly planted woods. Therefore, the net developable area of this part of the site is reduced to approximately 55% of the gross area. In addition, the area is not covered by mains drainage.	
Market Attractiveness	This is a large, level site adjacent to the established Holmfield Industrial Estate. However, it is part-occupied and constrained by Public Rights of Way, woodland and the lack of an access route within the site boundary. The site has potential for a wide range of B-class employment uses.	Good
Barriers to Delivery and Mitigation	The only existing vehicular access to the site is via an access road/ farm track from Holdsworth Road, which is not within the site boundary. The site is also part-occupied by a log mill and a caravan site.	
Planning Factors	<p>The majority of the site is designated as a New Employment site, though part of it is designated as Green Belt. There are a number of planning applications relating to part of the area within the site boundary:</p> <ul style="list-style-type: none"> An application for Residential development (Outline) and extension to domestic curtilages was Dismissed (Appeal) on 13/12/2007. An application for the Renewal of Planning Permission 02/01746 for residential development (Outline) was Permitted (Outline) on 20/03/2006. An application for the Formation of a hard surfaced yard for open storage of repaired pallets & pallets awaiting repair, vehicle loading (Lawful Development Certificate) was Granted a Section 191/192 Certificate on 27/08/2009. An application for Residential Development (Outline) was Refused on 03/08/2012. An application for Residential Development (Outline) was Refused on 14/03/2013. An application for Residential Development of 27 Dwellings (Outline) was Permitted CC on 26/06/2014. An application for a Mixed use development of housing and commercial development including new access into adjoining fields and extension to curtilages at 46-64 Holdsworth Road (Outline) was Refused on 13/04/2006 An application for construction of 23 dwellings with associated access and landscaping works (Reserved matters pursuant to planning application 14/00058/OUT) was permitted 3/4/17 	
OVERALL SITE RATING	Good	

Recommendation and Potential Future Uses	Retain allocation as New Employment site and allocate adjacent land for employment. The large site would be suitable for a mix of B-class employment uses.
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SITE SUMMARY:

This is a large, level site adjacent to the established Holmfield Industrial Estate, offering potential expansion space long-term. However, it is part-occupied and constrained by Public Rights of Way, woodland and the lack of an access route within the site boundary. The site has potential for employment uses. This site and LP1018 could be rationalised with LP1219 in order to create an access route for LP1219. The site should retain its allocation as a New Employment site and allocate the adjacent land for employment.

and to the North of Elland [NLP122] [1567]



GROSS SITE AREA:
37.61ha

ESTIMATED NET DEVELOPABLE AREA:
26.33 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>RUDP 2006 Designation: South section of the site is mainly designated Cycle corridor; Wildlife corridors; Greenbelt; Leeds Bradford Airport consult zone with the East section of that site designated Cycle corridor; Wildlife corridors; Primary Employment Area; North section of the site is designated Greenbelt; Wildlife corridors</p> <p>The site is greenfield land in agricultural use. It is part of the existing greenbelt. The southern portion of the site is occupied by Exley Hall Farm Caravan Park.</p>	
Strategic Road Access	The site is adjacent to the A629 (to the south).	Good
Local Accessibility	<p>The site can be accessed from Exley Lane (unsuitable for HGVs), Woodlands Road and Back Lane. However, Back Lane becomes a single track unmade road. There is a bus stop on Exley Lane (approximately 50 m) from the site with services to Huddersfield. There are busses serving Elland and Halifax from Park Road (approximately 50m from the site).</p> <p>The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).</p>	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Elland with access to its services and labour.	Average
Compatibility of Adjoining Uses	The site adjoins greenfield agricultural land to the north and east, the A629 to the west and residential properties/B1 (Orchard Energy) uses to the south. The railway line separates the site into two sections, Valley Mills to the south of the site fronting onto Park Road	Poor

	has been converted into flats. There is also Elland Cemetery adjacent to the site, off Exley Lane.	
Developmental and Environmental Constraints	The site is part of the Green Belt and would need to be released before development could commence. The site is relatively level, although the southern portion slopes steeply on the boundary to the south down to the A629 and the northern portion slopes towards a hill peak (approximate 6m incline). There is also a pylon to the east and north of the site and overhead lines crossing the northern portion east to west. Approximately 15% of the site is occupied by Exley Hall Caravan Park. These factors reduce the net developable area by approximately 30%. The site is within Flood Zone 1 but is recommended to have a site specific Flood Risk Assessment. The site is also constrained by its proximity to Elland Cemetery.	Average / Poor
Market Attractiveness	This is a large, relatively flat greenfield site adjacent to residential uses. If all or part of the site were to be developed then mixed use development would be most appropriate. It is in an attractive and accessible location. However, development of the site would be subject to Green Belt review.	Average
Barriers to Delivery and Mitigation	The site is part of the Green Belt and would require release. If the site were developed it would likely be over the long term, with initial phases adjoining the existing built up area.	
Planning Factors	-	
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Do not allocate for employment	
SITE SUMMARY:		
This site is an attractive greenfield site on the periphery of Elland. It is adjacent to greenfield agricultural land and residential/B1 uses. The site is part of the Green Belt and meets 3 of the 5 identified purposes of Green Belt land. The site should therefore not be allocated for employment use.		

Washer Lane Industrial Estate [NLP123] [1572]



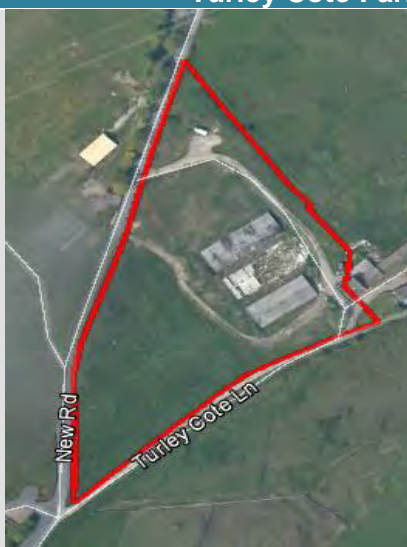
GROSS SITE AREA:
2.51 ha

ESTIMATED NET DEVELOPABLE AREA:
2.01 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is greenfield land used for grazing, to the south of the existing Washer lane industrial estate and north of a designated New Employment Site (NLP99). The site is significantly constrained by topography, with a steep slope from southwest up to the north west. The site is designated as Urban Open Space, and is designated as a site of ecological or geological interest and unstable land.	
Strategic Road Access	Within 1 km of the A6026.	Good
Local Accessibility	No access road onto the site; Washer Lane is steep and unsuitable for HGVs or large volumes of traffic. The road is narrow and passes through a residential area. There are no buses within 400m. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Halifax/Sowerby Bridge. The site adjoins a predominantly residential area with good labour market catchment but few local services.	Very Good
Compatibility of Adjoining Uses	Washer Lane industrial estate is adjacent the site to the north, though there is a dense wooded boundary. There is agriculture land to the east. The site to the south (NLP99) is a designated new employment site currently used for grazing. To the west, north west and north east are residential properties.	Average / Poor
Developmental and Environmental Constraints	Topography is a significant issue for the site. There is currently no access road onto the site and the adjacent Washer Lane is narrow and on a steep gradient. Additionally the level of the land is slightly raised above the lane. The site is designated as Urban Openspace.	Very Poor
Market Attractiveness	The location and access to the site are significant disadvantages for developing the site for employment	Poor

	use. Access is not suitable for HGVs. Topography is a significant constraint which may make development for employment unviable.	
Barriers to Delivery and Mitigation	The site would need to be released from its designation as urban openspace. Access to the site is a significant constraint and a barrier to development. Mitigation of this is unlikely due to the gradient of the site, Washer Lane is constrained and likely cannot be widened, and there is a lack of alternative access points. The site's topography is also likely to be a barrier to development. It is likely to be unviable to be developed for employment use.	
Planning Factors	The site is designated as Urban Open space. There are no relevant planning permissions.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site has significant development constraints due to the topography of the site and access.	
SITE SUMMARY:		
The site has a good plot size and is rectangular in shape but topography and access are significant constraints and likely barriers to development. The site is unattractive for employment use due to these factors and is likely to be unviable.		

Turley Cote Farm 2 Turley Cote Lane [NLP124] [1576]



GROSS SITE AREA:
1.45 ha

ESTIMATED NET DEVELOPABLE AREA:
1.3 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The eastern half of the site is previously developed brownfield land which is currently vacant with three semi-derelict buildings. The eastern half of the site is undeveloped greenfield land. The site is located in the Greenbelt, has a triangular shaped plot but is a good size. The site has topography constraints with a gradient changes from the south down to the north.	
Strategic Road Access	The site is within 1km access to the M62 via Junction 23.	Very Good
Local Accessibility	Direct access infrastructure to the site, from the north via New Road or from the south via Turley Cote Lane, is poor and in need of improvement. Both access points are single-track and not tarmacked. Turley Cote Lane is also shared by the adjacent residential properties. The main access to the strategic road network, New Road, is relatively narrow and likely unsuitable for HGVs. The nearest bus stop is on the A640 with services to Elland, Halifax, Hebden Bridge, Huddersfield and Rishworth. The CMBC site assessment scores the site's distance to a bus stop as 2 (400m - 2km) and distance to a rail station as 1 (>2km).	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location with no local services and a small labour market catchment. Holywell Green is the closest settlement in Calderdale.	Very Poor
Compatibility of Adjoining Uses	There are residential dwellings to the east and west. The site is also bounded by open countryside. There is agricultural land surrounding the north, west and south of the site. The site is within a quiet rural setting.	Poor

Developmental and Environmental Constraints	There is approximately a 6m incline from the north to the south of the site. Overhead cables intersect the site from east to west though these are small enough to be grounded. Overhead cables also run along the southern boundary of the site along Turley Cote Lane. The site is quite overgrown and requires clearance of the existing buildings. The site has a triangular plot which limits the developable area. The current access along New Road is unsuitable for HGVs and is unlikely to be able to be improved to the required standard due to topography and neighbouring uses. Access onto the site via the existing infrastructure is unsuitable for most vehicles.	Very Poor
Market Attractiveness	This site is in a rural location with excellent access to the M62. However, the condition of the existing buildings is poor and the access roads are unsuitable for HGVs or large volumes of traffic. The site is poorly located and poorly accessible which is unattractive for most employment uses.	Poor
Barriers to Delivery and Mitigation	The site would need to be released from the Green Belt before being developed. The access road to the site is of a poor quality and improvements to New Road are unlikely to be viable for a small development that the site could accommodate. The small overhead lines may need to be grounded though they are not considered to be a barrier to development.	
Planning Factors	The site would require a release from the Green Belt	
OVERALL SITE RATING	Very poor	
Recommendation and Potential Future Uses	Do not allocate. The site is inappropriate for employment use.	
SITE SUMMARY:		
This rural site close to the M62 has a gradient and a number of semi-derelict buildings. It is currently vacant. Access to the site is unsuitable for HGVs and the triangular shape of the plot limits the developable area. The rural location, adjoining residential uses and development constraints lower the rating of the site. It should not be allocated for employment use.		

Ringby Quarry, Swales Moor Road, Halifax, HX3 6UF [NLP125] [MLP20]



GROSS SITE AREA:
3.72 ha

ESTIMATED NET DEVELOPABLE AREA:
2.98 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a brownfield site with a working quarry and landfill. The site is designated as Green Belt, and as waste disposal and a mineral working site.	
Strategic Road Access	The site is within 1km from the A647, the main Trunk Road between Halifax and Bradford. Junction 26 of the M62 Motorway is located within 10km.	Good
Local Accessibility	Principal access to the site is via a gated driveway directly off Swales Moor Road. There are no bus stops within 400m of the site. Swales Moor Road is narrow and steep when approached from the south and traffic from the motorway would need to access it from the north at the junction with the A647.	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is situated along Swales Moor Road approximately 3km North of Halifax Town Centre. The site is in a relatively peripheral location and is removed from Halifax urban area.	Average
Compatibility of Adjoining Uses	The site is bound by Swales Moor Road to the east (including a few residential properties), Scout Quarry and open pastureland to the south, green field land to the west and B2/B8 uses to the north	Average / Poor
Developmental and Environmental Constraints	The site is a worked quarry and therefore the topography is uneven and boreholes are present. It is also an authorised A04: Household, Commercial & Industrial Waste Landfill, therefore mitigation and decontamination works are expected.	Poor
Market Attractiveness	Swales Moor Road is an established location for mineral processing, extraction and stone cutting sites. The site was advertised as 'for sale' by Walker Singleton in November 2015. It is an attractive	Poor

	location for a quarry and could be considered a potential site for other B2 uses in the long-term, though in the short term it is unlikely to be viable for employment use.	
Barriers to Delivery and Mitigation	Development of the site for uses other than a quarry/landfill is likely to be expensive due to the mitigation required. The topography, and likely contaminated land would need to be addressed before market attractiveness before uses other than quarrying and waste disposal are viable.	
Planning Factors	There is an existing Planning Permission (Application No. 15/00221/MCO) for a term of 27 years from 17 April 2015 in respect of the winning and working of minerals and the deposit of mineral waste. The Planning Permission is subject to a detailed site restoration programme to return the restored land to agricultural or amenity use in conjunction with the Mineral Planning Authority.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Do not allocate for employment. The site is in a peripheral location and has numerous development constraints that would be unattractive and likely unviable to mitigate for most B-class employment uses.	
SITE SUMMARY:		
This site is a working quarry and authorised landfill. It benefits from permission for the winning and working of minerals and the deposit of mineral waste until 2042. It is in an established location for mineral processing, extraction and stone cutting. Therefore, this use should be retained. The site could be considered a for other B2 uses in the long-term subject to the appropriate mitigation.		

Holme House, Holme House Lane [NLP126] [0938]



GROSS SITE AREA:
0.53 ha

ESTIMATED NET DEVELOPABLE AREA:
0.451 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently undeveloped greenfield land, designated as a Primary Employment Area. The site offers a small and irregular shaped plot for development.	
Strategic Road Access	The site is adjacent to the A672 and within 1km of the A58.	Good
Local Accessibility	The site could be accessed from the A672. There is no parking onsite. There is a bus stop within 400m with services to Sowerby Bridge, Ripponden and Halifax.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rishworth, Sowerby Bridge. It is fairly isolated with a limited range of services and limited local labour supply.	Poor
Compatibility of Adjoining Uses	The site is bound by commercial uses (Cinnamon Lounge café, sandwich shop etc.) to the north, an industrial estate and open land to the east, fields to the south and the A672/Rishworth School to the west.	Average
Developmental and Environmental Constraints	This site is an unusual shape. There are overhead lines intersecting the site from north to south, a retaining wall of approximately 5m to the northern end of the site adjoining the A672. The site slopes gently west to east, however the gradient becomes steeper on the eastern boundary. There are a number of trees onsite, some of which may be worthy of protection. These factors reduce the net-developable area by approximately 15%.	Poor

Market Attractiveness	This fairly constrained, irregular shaped site is in an isolated location. The adjacent industrial estate was also advertising vacant units, suggesting demand is weak for B2/B8 uses in this location.	Poor
Barriers to Delivery and Mitigation	Some site clearance and levelling would be required prior to development.	
Planning Factors	The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Release from designation as Primary Employment Area. The site is small and has development constraints which, along with the peripheral location, are unattractive for development of the site for employment use.	
SITE SUMMARY:		
This fairly constrained, irregular shaped site in a reasonably isolated location. The overhead lines and topography of the site limit the developable area. Recommended to be deallocated for employment use.		

Land off Alexander Terrace [NLP127] [0973]



GROSS SITE AREA:
0.71 ha

ESTIMATED NET DEVELOPABLE AREA:
0.64 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is currently public open space and is used for football and basketball. The site is designated as Urban Open space.	
Strategic Road Access	The site is approximately 1km from the A58 via residential roads with speed restrictions.	Good
Local Accessibility	The site can be accessed from Hanson Lane. There is a bus stop adjacent to the site with services around Halifax.	Good
Proximity to Urban Areas and Access to Labour and Services	This site is located in the western suburbs of Halifax with access to a range of services and a local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by B2/B8 uses on three sides and by residential to the west. Adjacent businesses include: Haer Bros Car Repairs, P.Bairstow Sheet Metal, SKY DIY, Timber Merchants, Car Workshops and the Market Business Centre. The site acts as a buffer between the residential properties fronting Alexander Terrace and the adjacent B2/B8 uses.	Average
Developmental and Environmental Constraints	As the site is adjoining sensitive uses it would not be suitable for heavy industry as it currently acts as a buffer to the existing businesses to the east and south of the site.	Poor
Market Attractiveness	This is a level, relatively unconstrained site adjacent to the urban area and the majority of adjoining units are occupied.	Good / Average
Barriers to Delivery and Mitigation	The layout of future development would need to take into consideration the adjoining sensitive uses. Some site clearance would be required. There was a porta-cabin on site that appeared to be vacant.	
Planning Factors	Designated as Urban Open space.	
OVERALL SITE RATING	Average	

Recommendation and Potential Future Uses	Do not allocate for employment. The site would be unsuitable for B-class employment as it is used as a recreation ground and adjoins residential properties, as well as acting as a buffer to the adjacent businesses.
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SITE SUMMARY:

This site is used as public open space and for recreational purposes. It adjoins residential and B2/B8 uses and therefore acts as a buffer and this should be retained.

Victoria Reservoir, Gibbet Street [NLP128] [1147]



GROSS SITE AREA:
1.67 ha

ESTIMATED NET DEVELOPABLE AREA:
1.42 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is a covered reservoir (Victoria Reservoir), designated as Urban Open space.	
Strategic Road Access	The site is approximately 1.5km from the A58/A646 via residential streets.	Average
Local Accessibility	The site can be accessed from Gibbet Street. There are a couple of bus stops within 400m of the site with services to Halifax and Siddal. The surrounding streets are within a predominantly residential area and there are traffic calming measures present.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in the western suburbs of Halifax with access to a range of services and a local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by residential to the north, a car sales shop to the east (Motor Arena Used Cars), sports fields to the south and B2/B8 uses to the west.	Average
Developmental and Environmental Constraints	The site is currently in use as a reservoir and there is a substation onsite. Remediation of the site would likely be a significant constraint and barrier to development	Very Poor
Market Attractiveness	This would be a costly site to re-develop due to the existing use.	Poor
Barriers to Delivery and Mitigation	The site is currently in use as a reservoir and remediation costs would likely be significant so that most employment uses would be unviable.	
Planning Factors	The site is designated as urban open space.	
OVERALL SITE RATING	Very Poor	
Recommendation and Potential Future Uses	Do not allocate for employment.	

SITE SUMMARY:

The site is currently a reservoir and faces constraints to development. The site should not be allocated for employment use.

Atlas Mill Road [NLP129] [1251]



GROSS SITE AREA:
2.09 ha

ESTIMATED NET DEVELOPABLE AREA:
1.88 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently undeveloped greenfield land and designated as Urban Open space.	
Strategic Road Access	The site is approximately 250m from the A643 and 500m from the A641. It is also within 2.5km of junction 25 on the M62.	Good
Local Accessibility	The site could be accessed via Atlas Mill Road, albeit access is through the Atlas Mill Household Waste Recycling Site (HWRS). There is no parking onsite and no bus stops within 400m.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located within Brighouse with access to its range of services and a local labour supply.	Very Good
Compatibility of Adjoining Uses	The site is bound by the River Calder to the north and south and by the Atlas Mill HWRS and REVIVE pre-loved furniture shop to the east.	Good
Developmental and Environmental Constraints	<p>The site is within Flood Zone 1 meaning flooding is very unlikely. However, the area to the east of the site along Atlas Mill Road is in Flood Zone 3 and at greater risk of flooding. This is the only means of access to the site and would need to be considered if the site is to be developed.</p> <p>Overhead lines intersect the site from east to west. There are also a number of trees onsite which may be worthy of protection.</p>	Poor
Market Attractiveness	This is a large level site near Brighouse town centre. However, the only access is via the adjacent HWRS which would be unattractive to most potential occupiers and the access is at greater risk of flooding.	Average / Poor

Barriers to Delivery and Mitigation	The only existing means of access is through the Atlas Mill HWRS.
Planning Factors	The site is designated as Urban Open space.
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Do not allocate for employment.
SITE SUMMARY:	
This is a large level site near Brighouse town centre. However, the only access is via the adjacent HWRS and this area is at greater risk of flooding.	

Watson Quarry, Brookfoot Lane [NLP130] [1427]



GROSS SITE AREA:
1.16 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is occupied by Associated Stone Masonry Limited (Watson Quarries). The site is designated as Green Belt.	
Strategic Road Access	The site is approximately 1km from the A6025 and 1.5km from the A644.	Good
Local Accessibility	The site can be accessed from Brookfoot Lane which is very steep down to the A6025, however there are noticeable HGV movements from Marshalls Quarry opposite. There is some parking onsite and a bus stop within 400m with services to Halifax and Bradford.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located between Southowram and Brighouse with limited access to services and labour supply.	Poor
Compatibility of Adjoining Uses	The site is bound by grazing fields on three sides and Brookfoot Lane to the south. There are some residential properties on Brookfoot Lane and Cow Lane.	Average
Developmental and Environmental Constraints	The site is fully occupied and in use as an employment site though designated as within the Green Belt. Further intensification or expansion of the site would be inappropriate in the rural location. Redevelopment of the site may require remediation from the current use.	Very Poor
Market Attractiveness	This site is in an established quarrying area and is considered peripheral for most B-class employment use. Redevelopment of the site for employment use may be unviable due to the peripheral location and possibility of remediation.	Average / Poor
Barriers to Delivery and Mitigation	The site is fully occupied with no opportunity for intensification/expansion.	

Planning Factors	The site is within the designated Green Belt
OVERALL SITE RATING	Poor
Recommendation and Potential Future Uses	Do not allocate for employment
SITE SUMMARY:	
<p>The site is fully occupied and in existing use, though it is considered a potential site and designated as Green Belt. There is no opportunity for expansion of the site. The site is in a peripheral location and may require remediation due to the existing uses.</p>	

Former Mayfield Garage, Queens Road [NLP131] [1431]



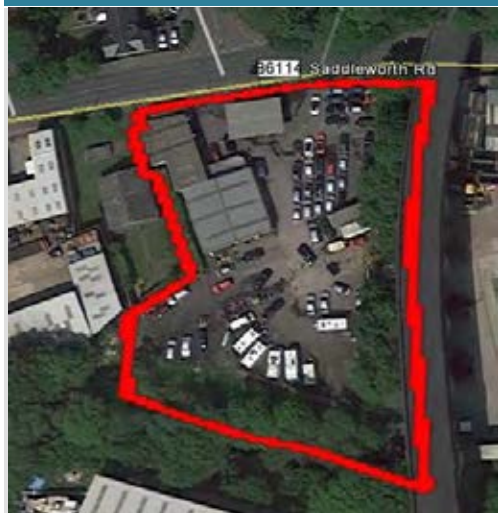
GROSS SITE AREA:
0.87 ha

ESTIMATED NET DEVELOPABLE AREA:
0.22 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is a former car workshop and sales showroom, and designated as a Primary Employment Area. It is currently being used informally as a traveller site.	
Strategic Road Access	The site is approximately 400m from the A58 via good unconstrained roads.	Good
Local Accessibility	The site can be accessed from Queen's Road. There is significant parking onsite and a number of bus stops within 400m with services to Siddal, Norton Tower and Halifax. The site also has significant frontage onto Queen's Road and is therefore highly visible.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in the western suburbs of Halifax with access to a range of services and a local labour supply.	Good
Compatibility of Adjoining Uses	The uses adjoining the site are a mix of commercial and residential properties. The site is bound by Queen's Road to the east, Parkinson Lane to the south, and by residential properties to the north and west. The site is within a predominantly residential area.	Average
Developmental and Environmental Constraints	The existing buildings are in poor condition and demolition/renovation would be necessary. There is no potential to expand the site. The site is level.	Average
Market Attractiveness	This site was being advertised to let (may sell) by Bramleys. The site is highly visible from the busy Queen's Road. However, there are some vacant units currently being advertised nearby suggesting demand may be low.	Average
Barriers to Delivery and Mitigation	The existing buildings are in poor condition and demolition/renovation would be necessary.	
Planning Factors	The site is designated as a Primary Employment Area	

OVERALL SITE RATING	Average
Recommendation and Potential Future Uses	Release for Mixed Use development. The buildings are in need of refurbishment and mixed use development would be more appropriate due to the site's location within a primarily residential area.
SITE SUMMARY:	
This is a relatively unconstrained site in a visible and accessible area. Due to the surrounding uses it would be most suitable for mixed use development.	

**Sunside Service Station Ltd, Saddleworth Road, Greetland, Elland, HX4 8LZ
[NLP132] [LP0057]**



GROSS SITE AREA:
0.41 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This site is currently occupied by R&J Car Sales, Bosch Car Services and UK Hand Car Wash. The site is designated as a Primary Employment Area.	
Strategic Road Access	The site is approximately 2km from the A629 via the B6112.	Average
Local Accessibility	The site can be accessed from Saddleworth Road (B6114). There is car parking onsite. There is a bus stop adjacent to the site with services to Elland, Halifax and Huddersfield.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Greetland, approximately 1.5km west of Elland. The site is within good access to a range of services and a local labour supply.	Good
Compatibility of Adjoining Uses	The site is bound by Saddleworth Road to the north, by a dismantled railway viaduct to the east, and by B2/B8 uses to the south and west.	Good
Developmental and Environmental Constraints	The site is currently fully occupied with no room for expansion.	Very Poor
Market Attractiveness	The site is in an accessible location near Elland. It also has prominent road frontage.	Average
Barriers to Delivery and Mitigation	The site is currently fully occupied with no room for expansion and/or intensification of uses.	
Planning Factors	The site is designated as a Primary Employment Area.	
OVERALL SITE RATING	Average	
Recommendation and Potential Future	Retain designation as a Primary Employment Area.	

Uses	
SITE SUMMARY:	
The site is currently fully occupied with no room for expansion, but in proximity to Elland and adjacent to existing and occupied B-Class employment uses. The site should be retained as a Primary Employment Area.	

J24a Extension 1[1619]



GROSS SITE AREA:
6.17 ha

ESTIMATED NET DEVELOPABLE AREA:
5.24 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is an undeveloped Green Belt site currently used for grazing.	
Strategic Road Access	The site is adjacent to the A641 and the M62 (approximately 4km from junction 25 and 5.5km from junction 24). The site is located adjacent to the proposed junction 24a, which if developed would provide excellent accessibility to the strategic road network.	Good
Local Accessibility	The site has significant frontage onto the A641, and can be accessed directly from the A641. There is no parking onsite and there is a bus stop within 400m with services to Huddersfield, Halifax and Bradford.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rastrick approximately 2km south of Brighouse town centre via good unconstrained roads.	Good / Average
Compatibility of Adjoining Uses	The site is bound by residential properties to the north and east though these have an existing natural buffer. To the east the site is bound by Shepherds Thorn Lane, by grazing fields/the M62 to the south and by the A641 to the west. The site is large enough to accommodate a generous buffer along the boundary shared by residential properties. The site would provide a buffer zone between residential properties and the M62.	Good / Average
Developmental and Environmental Constraints	The greenfield site is fairly level and there are few mature trees. The site would need to be released from the Green Belt.	Good
Market Attractiveness	This is a large, relatively unconstrained, attractive site adjacent to the urban area and accessible from the A641.	Very Good

	If the Junction 24a improvements are made then this site would be a highly attractive offer to businesses.	
Barriers to Delivery and Mitigation	To unlock this site the existing access from the A641 would need to be upgraded. The site also requires release from the Green Belt.	
Planning Factors	The site is currently designated as Green Belt.	
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Allocate for B-class New Employment. With an appropriate buffer to the residential properties to the north a range of B-class employment uses would be suitable. If the Junction 24a improvements are implemented then the site would be attractive to B8 use.	
SITE SUMMARY:		
This is a large relatively unconstrained site adjacent to the urban area and accessible from the A641. The site would be suitable for B-class employment development should exceptional circumstances be demonstrated to justify its release from the Green Belt.		

J24a Extension 2 [NLP134][1618]



GROSS SITE AREA:
5.27 ha

ESTIMATED NET DEVELOPABLE AREA:
4.48 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is undeveloped greenfield land designated as Green Belt. The site is located between Rastrick and the M62.	
Strategic Road Access	The site is adjacent to the A641 and the M62 (approximately 4km from junction 25 and 5.5km from junction 24). The site is adjacent to the proposed junction 24a, which if developed would provide excellent access to the strategic road network.	Good
Local Accessibility	The site has significant frontage onto the A641, and can be accessed directly from the A641. There is no parking onsite and there is a bus stop within 400m with services to Huddersfield, Halifax and Bradford.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rastrick approximately 2km south of Brighouse town centre via good unconstrained roads.	Good / Average
Compatibility of Adjoining Uses	The site is bound by Toothill Hall and its grounds to the north, by the A641 to the east, by the M62 to the south and by greenfield land to the west. The site is large enough to accommodate a generous buffer along the boundary shared by residential properties. The site would provide a buffer zone between residential properties and the M62.	Good / Average
Developmental and Environmental Constraints	There is currently no access to the site apart from through grazing fields. The site is fairly level and there are few trees. The site would need to be released from the Green Belt.	Good
Market Attractiveness	This is a large, relatively unconstrained, attractive site adjacent to the urban area. If the Junction 24a improvements are made then this site would be a highly attractive offer to businesses.	Very Good
Barriers to Delivery and	To unlock this site an access would need to be created from the A641.	

Mitigation	The site also requires release from the Green Belt.
Planning Factors	The site is currently designated as Green Belt.
OVERALL SITE RATING	Very Good
Recommendation and Potential Future Uses	Allocate for B-class New Employment. With an appropriate buffer to the residential properties to the north a range of B-class employment uses would be suitable. If the Junction 24a improvements are implemented then the site would be attractive to B8 use.

SITE SUMMARY:

This is a large relatively unconstrained site adjacent to the urban area and accessible from the A641. The site would be suitable for B-class employment development.

Appendix 6: Commuting Patterns to/From Calderdale District 2011

Table 10.2 Commuting Data to/from Calderdale Borough

	Commuting Out of Calderdale Borough	Commuting Into Calderdale Borough	Net Commuting Flows
Bradford	8,096	6,164	-932
Kirklees	7,387	10,196	+2,809
Leeds	4,988	2,401	-2,587
Rochdale	1,131	689	-442
Wakefield	1,014	681	-333
Manchester	940	168	-772
Oldham	455	322	-133
Burnley	419	289	-130
Salford	219	106	-113
Trafford	199	85	-114
Rossendale	176	254	+78
Bury	169	144	-25
Pendle	155	116	-39
Sheffield	151	187	+36
Elsewhere	3,420	5,214	+1,794
ALL	28,919	27,016	-1,903

Source: 2011 Census

Bristol
0117 403 1980
bristol@lichfields.uk

Cardiff
029 2043 5880
cardiff@lichfields.uk

Edinburgh
0131 285 0670
edinburgh@lichfields.uk

Leeds
0113 397 1397
leeds@lichfields.uk

London
020 7837 4477
london@lichfields.uk

Manchester
0161 837 6130
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Newcastle
0191 261 5685
newcastle@lichfields.uk

Thames Valley
0118 334 1920
thamesvalley@lichfields.uk