


# SG-37 Thornbury Industrial Estate

## A: BASELINE SITE INFORMATION

<b>A1. Baseline/Context – All baseline data to be provided by SGC either via AMR, GIS layers or other sources</b>			
A1.1 Site Typology	Existing	✓	<i>Tick relevant box</i> <i>Note: Subject to the type of site being considered, not all fields in this proforma will be populated.</i>
	Committed (permitted)		
	Allocated (in Local Plan)	✓	
	Proposed (submitted to HELAA)		
A1.2 Site Name & Address (Inc Site reference, if applicable)	<b>Thornbury Industrial Estate, Midland Way, Thornbury, BS35 2BS</b>		
A1.2a Sub Area	Thornbury and North Rural		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	18.1ha		
A1.5 Site Context	Thornbury Industrial Estate is a large industrial park, located to the south of Thornbury. The site covers a range of general industry, distribution and retail uses in low density warehousing. This includes a range of occupiers, from local scale up to regional scale, including major companies such as Marks and Spencer and Kwik-Fit.		
A1.6 Policy Status (existing/emerging)	Site is a safeguarded area for economic development in Core Strategy Policy CS12. Should an application for B8 storage be sought on the site, policy PSP27 would need to be satisfied.		
A1.7 Planning history	The site has been operational since before the 1970's. More recently, application <b>PT16/3139/F</b> at CVA House was approved and sought to subdivide and partially change the use of the existing building to offices and a nursery (D1). In addition,		

	the site has seen a number of prior notifications to change the use from Offices to residential (such as <b>PT15/3442/PNOR</b> and <b>PT16/1016/PNOR</b> ).
A1.8 Location	Thornbury Industrial Estate is a brownfield site, located on the edge of the urban area in Thornbury. It is the major safeguarded area for economic development in Thornbury, situated about 12 miles north of Bristol. The site is located to the south of Thornbury, with the majority of units to the south of Midland Way. To the south of the industrial estate is countryside, to the north, west and east is residential.

## **A2. Current Use** *(Existing employment and town centre sites only)*

A2.1 Current role and sectors served by site	<p>Main Employment Sectors within the site include: Wholesale &amp; Retail Trade; Repair of Motor Vehicles &amp; Motorcycles - Administrative &amp; Support Service Activities - Professional, Scientific &amp; Technical Activities</p> <p>Key employers within the site include: Essilor Ltd - Europa Group Ltd - Gist Ltd - MWUK Limited - Royal Mail - Marks and Spencer</p> <p>Thornbury Industrial Estate is a large industrial park, with a range of mixed uses including general industry, distribution and retail uses. This involves various new use classes, such as B1a, B1b, B1c, B2, B8, A1, sui generis and C3. Occupiers range from local-scale up to national-scale, including Screwfix (building material supplier), Marks and Spencer (logistics service), Europa Group (insurance company), Essilor Ltd (optical products manufacturer), Royal Mail (sorting office) and Sita (recycling centre).</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is largely developed out through small and medium scale industrial and distribution units, with no potential for new development. There is limited physical potential for intensification of existing activities.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 81 business units operating within the site.
A2.2b Number of vacant units	According to SGC NDBR records, in June 2020 there were 1 unoccupied business units within the site - indicating that the vacancy rate is approx. 1%
A2.2c Estimate of total number of jobs on site (where possible)	There are approximately 1920 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The site mainly contains traditional low density and low-rise warehousing with good circulation. The existing premises on the site were mainly built during the 1980s, and therefore are largely in ageing condition. The buildings currently have adequate specification and are perhaps more suitable for local businesses, with sufficient parking and loading facilities.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses. Industrial - 5m to eaves upwards.
A2.3b Evidence of significant vacancies	There is evidence of some vacancies within the site, suggesting a possible decline in market demand.
A2.3c Suitability of buildings for modern occupiers	Displays market appeal; day to day churn; attracts secondary value.
A2.3d Onsite facilities	Adequate parking and loading facilities; adequate car parking ratio

<b>A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS &amp; other secondary sources)</b>	
A3.1 Strategic connectivity	<p>Restricted access for HGVs, restricted access to major road networks</p> <p>As mentioned, the site is in the relatively remote location of Thornbury, with limited strategic connectivity to the wider West of England area. The M5 can be accessed approximately 4.5 miles away, with restricted access to the strategic road network. The site is particularly isolated with regards to the rail network, with the closest station located 7 miles away at Pilning – which offers relatively limited services. This lack of connectivity may limit demand from major occupiers within the area. However, the site does possess reasonable connectivity via road to the Port of Bristol at Avonmouth, via the M5. This benefits occupiers from the Transport and Logistics sector primarily.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The site is relatively well served by local bus routes, which run approximately once an hour from the High Street and Rock Street, and offer links into Avonmouth, Bristol city centre and Parkway. However, Bristol city centre is located around 14 miles from the site. The local road network allows for ease of access into wider Thornbury, as well as surrounding villages like Morton and Alveston. The site is remote from strategic cycle routes.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	<p>The site has pedestrian access however is not within 100m of a strategic cycle route.</p>
A3.2b Reducing carbon from travel to work (Public Transport)	<p>The site is within 400m of a bus stop however is not within 800m of a metrobus stop.</p>
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Thornbury town centre.</p> <p>The site is within 300 metres walk of Thornbury town centre, which offers a range of local amenities and convenience services for the workforce at Thornbury Industrial Estate. This includes food and drink establishments like Aldi, Costa and Greggs.</p>
A3.4 Digital Connectivity	<p>The Think Broadband UK Broadband Coverage and Speed Test Result: Superfast – download speeds up to 24 mbps</p>
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Mixed commercial area with residential nearby; mainly compatible uses</p> <p>The site is a major employment area for Thornbury, with the surrounding area dominated by residential and green belt uses. However, the Industrial Estate is relatively well screened by the road frontage and trees, so does not provide a major nuisance for the wider area. The Estate is adjoined by a Tesco superstore, and therefore there is some cohesion with the site's neighbouring uses.</p>
A3.6 Strength of functional and/or spatial linkages	<p>There are no major employment sites located nearby with a complementary function, thus a significant lack of functional linkages exists owing to the site's location in Thornbury. The site does possess some linkages to the strategic road network which offers spatial linkages to the Port of Bristol at Avonmouth, predominantly for the transport of trade and goods which occur on site.</p>
A3.7 Access to Local Workforce	<p>Site within Thornbury: Broad balance between resident workers to jobs (job to worker ratio 0.5-1.5).</p>

## B: QUALITATIVE ASSESSMENT – SITE SUITABILITY

<b>B1. Site Potential and Opportunities – Application of market sector frameworks</b>					
B1.1 Suitability of site/cluster for key market sectors	The Thornbury Industrial Estate is predominantly made up of good quality, albeit ageing industrial stock. This includes low density, purpose-built manufacturing and warehousing facilities with good circulation and adequate parking provision. The existing premises on the site are suitable for regional/local distribution and storage activities, as well as retail warehousing and trade counters. As exemplified by the presence of Happy Days (a nursery and preschool) on the site, these sheds are relatively flexible however and can be repurposed for other uses. While not necessarily a prime location for manufacturing or distribution, the site benefits from connectivity to Avonmouth via the M5. The site is therefore suitable for businesses from the Aerospace and Advanced Engineering and Transport and Logistics sectors, as well as manufacturing / research occupiers from the Health and Life Sciences sector.				
B1.2 Strength of existing or potential suitability and rationale			✓		
	Fully, readily and viably meets market / sector needs	Committed infrastructure or other planned investment will enable market / sector needs to be met	Potentially meets sector / market needs if uncommitted infrastructure or constraints are overcome	Only partial potential to meet needs and/or marginal viability being likely	Does not meet sector / market needs and/or demonstrates notable market failure (unviable)
	The site performs well as a key employment location for Thornbury, acting as a strategic distribution and wholesale retail hub for the local area, as well as local manufacturing. The Industrial Estate's location does not necessarily meet the locational demands of distribution and manufacturing uses; however, it is reasonably well connected to the Port of Bristol via the strategic road network. The site also plays an important role as a recycling centre for Thornbury. The existing stock on the site is suitable for smaller scale uses, although the redevelopment of units would be required to deliver viable premises to meet the market and sector needs of modern occupiers.				
B1.3 Scale of Opportunity	N/A – no significant development expected on the site, and limited opportunity to redevelop the site.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There is currently limited infrastructure investment required, as there is no major development or intensification is expected. Any future investment should focus on the refurbishment of the site's older premises in order to appeal to modern occupiers.				
<b>Short-term Recovery (COVID-19)</b>					
B1.5 Significant opportunity to provide short term job generation or supply chain support to drive short-term recovery from COVID-19 pandemic			✓		
	Likely to provide significant jobs or supply chain support within the next year  Scores to reflect scale of job opportunities			Not Likely to provide jobs or supply chain support within the next year  Scores to reflect scale of job opportunities	
<b>Inclusive Growth</b>					

B1.6 Potential to provide significant job and/or skills opportunities for priority socio-economic groups and/or areas of high deprivation.			✓
	High to good degree of proximity to areas of high deprivation and scale / type of employment likely to be generated	Reasonable proximity to high deprivation and/or provision of suitable jobs	Very low to low degree of proximity to areas of high deprivation and poor suitability of employment likely to be generated
B1.6a Within 2km of designated Priority Neighbourhood	No – Not within 2km of Priority Neighbourhood.		
<b>Clean Growth</b>			
B1.8 Potential to meet demand for new/emerging green industries	Currently limited potential to meet demand for emerging green industries, as this is not compatible with the existing trade offer and there is limited potential for development. However, existing waste and recycling activity on the site could support small-scale uses.		
B1.9 Potential to contribute to zero/low carbon growth?	Currently limited potential to contribute to zero or low carbon growth, as this is not compatible with the existing uses and supply chain. However, waste and recycling activity on site could be repurposed / enhanced to support the move towards low carbon in future.		
<b>Regeneration (existing sites only)</b>			
B1.10 Potential for (in-situ) expansion of businesses/ intensification/ repurposing /redevelopment to meet sectoral demand		✓	
	Strong to good market demand with solid viability prospects for repurposing / redevelopment to key sector use.	Reasonable market demand with viability prospects good subject to site or wider infrastructure investment.	Very low to low market demand and/or likely viability constraints for repurposing / redevelopment to key sector use.
There is limited physical scope for intensification as the site is largely developed out, and arguably currently meets sectoral demand for the Thornbury area. There is some slight potential for modernisation of the existing premises, in order to compete with the provision of more modern and high-spec premises at areas like Avonmouth and Filton.			
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
B1.11 Can provide space for social enterprise	The location of the site out-of-centre in Thornbury means demand for incubator or accelerator space is likely to be limited, and the existing premises are unlikely to be able to support this without redevelopment. The lack of access to strategic transport links, such as regional commuter train services, means start-ups are unlikely to be attracted away from Bristol. The site may be suitable for flexible or co-working space; however, this would require the repurposing of the majority of units to create shared office space or workshops. The area may see demand increase for flexible neighbourhood working hubs as lockdown continues, particularly due to the site's proximity to residential populations and the town centre.		
B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working			
B1.13 Capable of providing incubator/ accelerator/start-up hub space.			
<b>Delivery</b>			
B1.14 Ownership	No known ownership constraints.		

B1.15 Physical and/or environmental constraints	The site is physically constrained by the surrounding uses on neighbouring land. The site is bordered by a green belt boundary and leisure centre to the south, a road frontage to Midland Way to the north, a Tesco superstore and residential uses to the west, and both residential uses and designated local green space (LGSD980: Railway Land Between the Link and Morton Way) to the east.		
		✓	
	No significant or relatively minor constraints that will not undermine development feasibility, viability or deliverability.	Some constraints that can be addressed or mitigated through achievable infrastructure investment or other measures. Costs of doing so may reduce but not significantly diminish development viability or deliverability	Major or prohibitive constraints that will undermine development feasibility, viability or deliverability.  Environmental constraints sufficiently important to prevent development for employments.
B1.15 Likely Delivery Timeframe	N/A – no significant development expected on the site, with limited opportunity for intensification.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		<b>RAG Summary</b>  <b>Reasonable</b>	
<b>C1.2 Justification/rationale –</b> Thornbury Industrial Estate provides high levels of varied employment across the key market sectors for Thornbury and the surrounding areas, remaining a strategic and significant employment site for general industrial and distribution activity. While a relatively remote location from other key employment sites, the site has access links to the M5 and the Port of Bristol at Avonmouth. It remains an attractive site for a range of businesses from the key market sectors with reasonable levels of market demand from general industry, distribution and retail uses, with low levels of vacancies. Whilst there is limited potential for new development, future infrastructure investment should focus on the refurbishment of existing premises to ensure that they continue to appeal to modern occupiers.			
<b>C1.3 Recommendation –</b>  <ul style="list-style-type: none"> <li>• Retain and continue to safeguard for employment use.</li> </ul>			