

SOUTH GLOS
PLANNING TRANS
STRATEGIC ENVIR
16 JAN 20
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SOUTH GLOUCESTERSHIRE IN-VESSEL COMPOSTER

CHRONOLOGICAL SEQUENCE OF PREFERRED LOCATIONS

Sites Assessed for Development

Listed below (in chronological order) are the sites considered and details of the search process;

1999 – October 2000

1 The Contract Bid and Award identified site, land at Queen Charlton near Keynsham, (Bath & North East Somerset)

This site had been identified by United Waste Services Ltd (who are now part of SITA and the company has been renamed SITA (South Gloucestershire) Ltd), as it was an existing composting operation in the early stages of development. As part of the Contract bid process, UWS had an independent consultancy assess the viability of this site. However in looking to develop the facility following the award of the contract, UWS encountered a number of problems with this site, including:

- the site is located within a Green Belt and would therefore be likely to contravene the guidance set out in PPG 2 "Green Belts"
- the site is in a very prominent position on the crest of a hill with wide ranging vistas,
- the proximity of areas of local landscape/nature conservation interest (within 100m) and Sites of Nature Conservation Importance (1km) .

UWS therefore decided to seek an alternative location, which would be more suited to this type of development.

Following the abandonment of the Contract Tender site, the following sites have been identified and considered over the last three years;

October 2000 – March 2001

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2 Land at Broadmead Lane, Keynsham (Bath & North East Somerset)

The land comprised the site of a former municipal landfill (operational during the 1960s/70s), and near to a paper recycling plant. A lot of work was undertaken in assessing this site and how it could be developed whilst not impacting upon the River Avon floodplain area. However, with the site being owned by Bath & North East Somerset Council, who were promoting it as a "waste park", but more importantly the requirement to redevelop a low railway bridge to allow HGV access (max arch height of 11 feet), meant that the site would not be viable to develop within the timescales required to meet recycling and waste diversion targets within the PFI contract.

April 2001

3 Land at South Cerney, Gloucestershire.

