



**AN UPDATED SUMMARY OF THE
OBJECTIONS TO
HILLS' WASTE PLANNING APPLICATIONS
FOR THE COMPTON BASSETT WASTE SITE**

**PRESENTED BY FOCAS
(The Friends of Compton & Surrounds)
TO
THE OFFICERS AND COUNCILLORS OF
THE REGULATORY PLANNING COMMITTEE
For
WILTSHIRE COUNTY COUNCIL
And
OTHER INTERESTED PARTIES**

THE FLY ISSUE

In the last eighteen months, the fly infestation suffered by local residents has grown to near epidemic proportions.

Whenever we have complained we have been told that it is not a Hills problem, but was either due to Viridor Waste and the burial of the FMD carcasses, or was due to livestock from the farming community.

According to the Environmental Agency's (EA) report on their own web site, investigations into one of four offences recently brought by the Agency, was the result of complaints by local residents concerning the landfill site. **An inspection showed that waste, including food, disposable nappies and other household waste, had been left exposed and not covered at the end of each working day as required by the operator's licence.**

On Friday 19th April, the EA held a meeting with Hills regarding the ineffective method of fly control used by Hills and insisted on a new programme of spraying which started that day and, one assumes, will continue throughout the summer.

One of the chief concerns of the expert present at that meeting, was that not only was the composting area infested, but that the actual landfill areas were infested as well.

Some two weeks after Cherhill Primary School returned from the Easter Holidays, the Head was almost forced to shut the school, due to the fly infestation.

On Monday 22nd April the EA issued an enforcement notice on Hills giving them three weeks to comply.

With the wet weather, low temperatures and the emergency short-term remedial work carried out, it is likely that the fly population will noticeably decrease during the enforcement notice period, and will therefore not be apparent to the Regulatory Committee planners when they meet at Hills on the 13th May.

CONCLUSION

Hills have persistently ignored or failed to comply with the Environmental Officers' demands to manage the principal causes of the infestation until they were fined. Hills have conspicuously failed to use a proper fly control system and are, from the actions of the Environmental Agency, directly responsible for the problem.

NOT VIRIDOR, NOT THE LOCAL FARMERS, BUT HILLS.

They have been fined for one particularly bad incident and they now have an Enforcement Notice to act now on the management of the site.

We believe that the annual cost for effective, long-term fly control on the site could be in excess of £750,000 per annum

Should Hills decide that the fines are cheaper than the solution, the EPA's final sanction may be closing some or the entire site, which the EA have a Statutory duty to enforce.

THE SITE'S MANAGEMENT

We now know that Hills were aware of an impending prosecution at the public meeting on 18th January relating to waste being left open, when they so busily blamed Viridor for all the problems.

However Hills site managers, were also aware of the huge potential risk from a Methane and Carbon Dioxide build-up, which could well have had extremely dangerous consequences if the EPA had not taken a hand.

When Hills were fined £20,000 plus costs, the court took into account the potential serious consequences to the environment and public; the very high recorded levels of carbon dioxide and methane; the long delay in submitting gas level readings and lack of staff supervision. The company had also ignored repeated warnings to cover surface waste at the site.

CONCLUSION

Now is not the time to expand the waste operations until you can be certain that Hills are capable of managing the site properly.

Don't be fobbed off with excuses and platitudes - we've heard them all before and we know Hills view of the commercial realities is far different from those of the residents who have to live with the consequences.

TRAFFIC

Hills have recently added to their Planning Applications a document called "Compton Bassett Household Recycling Centre (HRC) Additional Analysis of Anticipated Use" in support of their application. See Appendix 4.

The basis of this document is that the majority of the traffic will come through Calne - a town that is trying to reduce its traffic levels and therefore neither requires nor needs more through-traffic - and where the slightest hitch can block the entire road system.

They suggest that this is the quickest (yet longest) route, whereas anyone with local knowledge will know that many people wanting to get to the A4 East of Calne or Lower Compton would take the unclassified road via Compton Bassett to avoid the hold-ups that already occur.

The figures and statistics in this report are all based on historic reports. For example they use statistics from a Tidy Britain survey showing a small percentage of households using HRC's. There has been a huge sea change in attitudes in the last four years and there will be many more users than they say. FOCAS could conclusively prove that no one would use an HRC, if we used statistics showing how many people went to work by horse in 1802!

Page 2 penultimate paragraph "...not all households will choose to use household recycling facilities...." As EU regulations come into play, households will be forced to do precisely that and we would expect experienced licensed waste operators to be aware of these regulations.

The following exchange took place on 18th January at a local village meeting, between Alan Pardoe MD of Hills Waste and Nick Boyd, Chairman of FOCAS who had asked "...what is the actual number of lorries coming into Hills gate at the moment?"

AP: I don't have that information to hand – we have not calculated that – guys at the back – any idea roughly how many trucks come in a day?

Rob McGreedy, MRF Manager: I would guess – sand and landfill – 80-100, but obviously it varies every day.

Nick Boyd: 80-100 a day off the A4? And that's just the HGV's.

AP: Well there aren't any cars at present.

In a traffic survey (See Addendum 1), much of it supported by video evidence, and carried out by FOCAS residents on a weekday picked entirely at random, the following key statistics emerged for that day.

There were 190 Rubbish/Skip movements from the A4 - Hills - A4 site

There were a further 149 Lorry movements and 64 Van and Truck movements.

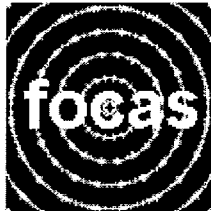
There were 767 vehicle movements through Compton Bassett.

This last figure also compares almost exactly with another recent survey monitored through a security camera mounted on the exterior of 49 Compton Bassett. Hills have fought tooth and nail to assure everyone that the traffic is lower now than when they applied for the same planning permission three years ago. This survey, captured on film, surely shows that Hills assumptions are deeply flawed.

CONCLUSION

Council rejected the HRC application before on the grounds of potential traffic impact. In that time the traffic has grown worse, the funding for road repair has fallen and this application will increase traffic to completely unacceptable levels. The traffic volumes for these two unclassified roads are already near the suggested limits for a B road.

<p>THE RELATIONSHIP WITH THE DRAFT WASTE LOCAL PLAN (DWLP)</p>	<p>Of course there is a relationship.</p> <ul style="list-style-type: none"> ➤ In your own DWLP briefing notes, Council Officers have referred to the local opposition to the proposed HRC despite there being no mention of an HRC at Compton Bassett in the DWLP 2011. ➤ If these plans go ahead, and with the land that Hills has also recently acquired locally, (presumably for future aggregate extraction followed by an extension of the landfill operation), we all know that the Hills site will become an epicentre for Wiltshire's waste in the future. Not by 2011, but by 2005. ➤ The three applications as presented represent a material increase of the activities at the Compton Bassett site. FOCAS believes they are somewhat premature given that the DWLP is still under consultation. Any decision taken now by the WCC would pre-empt the results of the public consultation and publication of the plan in its final form. ➤ The DWLP has generated significant local interest and FOCAS believes that it would be undermining any democratic consultation process if these applications were to be considered prior to the adoption of the plan. ➤ The original planning applications in 1996 for the Compton Bassett site placed significant restrictions on future intensification of activities, which also precluded public or car access to the site. ➤ The change of use to a Household Recycling Centre (HRC) and the potential commercial exploitation of the composting product would directly contravene the restrictive conditions imposed in the original 1996 planning application.
<p>FINALLY</p>	<ul style="list-style-type: none"> ❖ The residents of Compton Bassett, Lower Compton, Cherhill, Hilmarton and Highway are totally disenfranchised by the planning process. ❖ Not one Regulatory Councillor making the decision lives in these villages and they cannot be aware of the regular problems we have all suffered from the continued expansion of the Hills operation. ❖ We are the ones that will have to suffer the increased noise, traffic, smells and flies, should you decide to grant these previously rejected applications. <p>You have the opportunity to - at the very least - put a moratorium on Hills Waste Site developments until the Draft Waste Local Plan has become clearer and until Hills management have a clear two year run of operations without any significant complaints and environmental problems.</p> <p>Thank you for taking the time to read this.</p>



ADDENDUM 1

TRAFFIC MOVEMENTS AT THE HILLS WASTE SITE COMPTON BASSETT

Wednesday 10th April 2002

FOCAS TRAFFIC SURVEY 10TH APRIL 2002

DIRECTION	Motorbike	Car	Van	Truck	Lorry	Rubbish/skip	Bus	Tractor	TOTAL
A4-Hills									
6-7a.m.	0	18	0	0	2	0	0	0	20
7-8 a.m.	0	9	3	2	8	4	0	0	26
8-9.30 a.m.	0	7	0	0	27	6	0	0	40
9.30-11 a.m.	0	3	2	3	8	15	1	0	32
11-12 noon	0	2	0	2	12	10	0	0	26
12-1.04 p.m.	0	2	0	1	5	10	0	0	18
1.05-2.05 p.m.	0	1	3	3	4	15	0	0	26
2.05-4.30 p.m.	1	6	3	11	10	22	0	0	53
4.30-6 p.m.	0	2	1	0	1	3	0	0	7
TOTAL	1	50	12	22	77	85	1	0	248
Hills-A4									
6-7a.m.	0	2	0	0	0	14	0	0	16
7-8 a.m.	0	1	0		9	4	0	0	14
8-9.30 a.m.	0	4	0	0	24	11	0	0	39
9.30-11 a.m.	0	2	4	4	12	12	0	0	34
11-12 noon	0	0	0	4	7	16	0	0	27
12-1.04 p.m.	0	5	1	0	7	7	0	0	20
1.05-2.05 p.m.	0	2	1	2	4	14	0	0	23
2.05-4.30 p.m.	0	19	5	6	8	27	0	0	65
4.30-6 p.m.	2	23	1	3	1	0	0	0	30
TOTAL	2	58	12	19	72	105	0	0	268
A4-HILLS-A4									
	3	108	24	41	149	190	1	0	516

	Motorbike	Car	Van	Truck	Lorry	Rubbish/skip	Bus	Tractor	TOTAL
Hills-Compton B									
6-7a.m.	0	2	0	0	0	0	0	0	2
7-8 a.m.	0	0	0	0	0	0	0	0	0
8-9.30 a.m.	0	1	1	0	1	0	0	0	3
9.30-11 a.m.	0	1	0	0	0	0	0	0	1
11-12 noon	0	0	0	0	0	0	0	0	0
12-1.04 p.m.	0	3	0	0	0	0	1	0	4
1.05-2.05 p.m.	0	0	1	0	0	1	0	0	2
2.05-4.30 p.m.	0	3	2	1	0	0	0	0	6
4.30-6 p.m.	1	5	0	0	0	0	0	0	6
TOTAL	1	15	4	1	1	1	1	0	24
Compton B-Hills									
6-7a.m.	2	0	0	0	0	0	0	0	2
7-8 a.m.	0	1	0	0	0	0	0	0	1
8-9.30 a.m.	0	3	1	0	1	0	0	0	5
9.30-11 a.m.	0	2	1	0	0	0	0	0	3
11-12 noon	0	0	0	0	0	0	0	0	0
12-1.04 p.m.	0	2	1	0	0	0	0	0	3
1.05-2.05 p.m.	0	0	0	0	0	1	0	0	1
2.05-4.30 p.m.	0	2	1	1	0	0	0	0	4
4.30-6 p.m.	0	1	0	0	0	0	0	0	1
TOTAL	2	11	4	1	1	1	0	0	20

A4-COMPTON B	Motorbike	Car	Van	Truck	Lorry	Rubbish/skip	Bus	Tractor	TOTAL
6-7a.m.	0	4	1	0	0	0	0	0	5
7-8 a.m.	0	20	2	0	0	0	0	0	22
8-9.30 a.m.	1	44	10	0	1	0	2	0	58
9.30-11 a.m.	0	37	6	0	0	0	0	0	43
11-12 noon	1	7	10	0	0	0	1	1	20
12-1.04 p.m.	0	22	1	1	1	0	1	0	26
1.05-2.05 p.m.	0	15	1	3	0	0	0	0	19
2.05-4.30 p.m.	0	42	18	4	0	0	2	2	68
4.30-6 p.m.	1	60	10	4	0	0	0	0	75
TOTAL	3	251	59	12	2	0	6	3	336

COMPTON B-A4

6-7a.m.	0	6	1	0	0	0	0	0	7
7-8 a.m.	1	19	7	0	0	0	0	0	27
8-9.30 a.m.	0	72	7	0	1	0	2	2	84
9.30-11 a.m.	1	31	4	0	1	0	0	0	37
11-12 noon	0	10	11	1	0	0	0	0	22
12-1.04 p.m.	0	22	1	2	0	0	1	1	27
1.05-2.05 p.m.	1	20	2	1	0	0	2	0	26
2.05-4.30 p.m.	0	79	13	1	1	0	0	0	94
4.30-6 p.m.	9	45	5	4	0	0	0	0	63
TOTAL	12	304	51	9	3	0	5	3	387

**Total vehicle movements
through Compton Bassett**

767

6-7 a.m.
7-8 a.m.
8-9.30 a.m.
9.30-11 a.m.
11-12 noon
12-1.04 p.m.
1.05-2.05 p.m.
2.05-4.30 p.m.
4.30-6 p.m.

16
50
150
84
42
60
48
172
145