Minutes of the Meriden Site Liaison Meeting held on 11th March 2013 The Pavilion, Meriden

Present
Cllr D. Bell (Chair) (Solihull MBC)
Cllr R. Weaver (Meriden Parish Council)
Mrs B. Bland (Meriden Parish Council)
Mrs G. Lewis (Hampton in Arden Parish Council)
Mrs L. Parker (Meriden Residents representative)
Mr B. Brant (Meriden ward neighbourhood coordinator)
Mr D. Wigfield (MPA) (Solihull MBC)
Mr D. Lechmere (highways) (Solihull MBC)
Mr P. Perryman (NRS)
Mr J. Howard (Colemans)
Mr D. Watson (Hope)
Mr G. Owens (Harworth Estates)
Mr N. Barlow (Packington Estate)
Mr R. Frost (Tarmac)
Mr N. Atkins (Tarmac)

Apologies
Mr P. Price (highways) (Solihull MBC)
Mr E. Osondu (Environment Agency)
Mr N. Pearce (TBP)

1.	**Welcome and Introductions** Cllr Bell welcomed all to the newly formed committee. Each member introduced themselves	
2.	**Ratification of Constitution** It was suggested that the membership be extended to include a parish council representative and local resident representative from Hampton in Arden and the quorum be amended to reflect representation from Hampton in Arden. JH asked that it be made clear that the terms of reference were clear such that the committee had no power to impose binding obligations on the companies. A revised constitution is attached for comment and approval at the next meeting.	All
3.	**Elections** Cllr Bell was formally elected as Chair. Mr N Atkins was elected vice chair and secretary.	

4.	**Meriden Overview** NA provided an overview of the Meriden complex outlining that although not obvious from the site entrance, there are five separately controlled operations ongoing at the site	
5a.	**Site Report – Lafarge Tarmac** RF explained that current mineral extraction operations were being undertaken in the area G, where there is approximately 10-12 weeks remaining extraction. Tarmac will continue to have rights to deposit silt and take freshwater from this area for the foreseeable future. Significant effort is being given the next extraction area, know as area H, where the company will be looking to start soil stripping next week. The works will involve the temporary diversion of the Horn Brook and will be subject to archaeological and ecological investigations during the works. Current outputs amount to c. 20ktpm, with a large proportion being used internally by Hope and TBP. The remainder is sold externally, mainly in to the east of Birmingham area.	
5b.	**Site Report – NRS** PP explained that the company was concentrating on restoration of area E with colliery spoil and inert waste. The recent closure of Daw Mill colliery will result in a reduced importation rate as the main material imported will be inert waste, which is subject to stringent testing regime in accordance with permit conditions. It is unlikely that any infill works will commence in area G for at least 3 years. DW commented that the area G permission restricts importation to colliery spoil only and this will need to be reviewed at some stage as it is unlikely the Daw Mill material will be replaced.	PP
5c.	**Site Report – Colemans** JH explained that unlike Tarmac and NRS who lease the land from Packington Estate and Harworth Estates, Colemans own their part of the site and have been there since the early 1990's. The site has planning permission for inert landfill and recycling which expires in 2025. The site is predominately used for recycling of waste produced from other in-house activities to as to maintain quality of their recycled products.	
5d.	**Site Report – TBP** TBP sent their apologies for the meeting. RF gave a brief explanation of the operation which effectively creates a dry mortar which is delivered to development sites in a silo. Water is then added to the product at the development site. This process allows developers to use the product in their	

	own time, reducing wastage and also provides a consistent end product for the user. The one visible difference from their operations is that the vehicles will be tankers rather than bodied trucks.	
5e.	**Site Report – Hope** DW explained that Hope had recently been set up following the JV between Lafarge and Tarmac and was a major UK operator in the ready mixed concrete market. The process at Meriden involves a dry batch of concrete being made in the plant which is transferred to the truck mixer, at which stage water is added. All aggregates supplied to the plant come internally from the quarry. Cement is imported (c. 1-2 deliveries per week) and stored in one of the silos on site. The site serves a very local market (8-10 miles radius) with three truck mixers based at the site each undertaking around 7-8 deliveries per day. GL queried a company called KRL which often pass through Hampton in Arden village. It was explained that KRL are a separate ready mix company supplying small scale jobs, mainly agricultural, and are no part of the Meriden operations. DW undertook to review the planning position and any highway restrictions for this operation.	DW
6.	**Landowners Report** GO explained that Harworth Estates is the former property division of UK Coal. They own the land forming area A, C and D, including the land occupied by Hope and TBP. They also own the currently empty offices on the site entrance. He confirmed that Colemans have a right of access over the internal access road. Harworth Estates are looking to tidy up and 'rebrand' the site entrance with new signage. NB confirmed that Packington Estate own areas E and G and work closely with Harworth and NRS regarding restoration of those areas. Packington also own areas H and J which are leased to Tarmac. The slight difference with these areas is that Tarmac have the responsibility for undertaking restoration following mineral extraction.	GO
7a.	**Officers Report - MPA** DW confirmed that the quarry extension permission had been granted and pre-commencement conditions discharged in respect of the first phase of working. There has been no enforcement issues relating to the site.	

7b.	**Officers Report – Highways** DL advised that he had undertaken a traffic review in Hampton in Arden following concerns raised by the parish council and a number of HGV's had been seen passing through the village. One RTA occurred before Christmas which involved an NRS haulier. The incident was fully investigated by NRS and resulted in the employee being dismissed. RF raised concern over the state of repair of Cornets End Lane. There is a particularly bad corner which requires more than patch repairs and the Horn Brook bridge parapets need reinstating rather than relying on temporary plastic barriers. BB confirmed that he was hopeful that these works will be undertaken in the next financial year. NA outlined that Tarmac will be making an annual contribution towards highway maintenance pursuant to the legal agreement associated with the extension area, but had no say on how it is used. RW asked who administers such income and BB asked whether all operators make a similar contribution. DW advised that the monies are paid across to highways and forms part o their annual maintenance budget. Not all operators pay a contribution as it depends on the size and scale of the operations. *Please see section 11 below for more on highways*	
8.	**Meriden Parish Council** Cllr Weaver welcomed the development of the committee. She advised that there was a lot of ill-feeling towards the site resulting from speeding HGV's, inappropriate parking and HGV's travelling through the village. Cllr Weaver asked for clarification of operating hours as there appears to have been increased noise levels from the site recently. Generally the site operates from 0700 – 1800 M-F and 0700-1300 Sat, although staff will be arriving from 06.30 to undertake pre-start machine checks etc. BB asked whether it would be possible to improve the state of the verges along Hampton Lane with litter picking? RF to investigate.	RF
9.	**Hampton in Arden Parish Council** Vehicle movements through the village were the main issue. GL asked why contractual arrangements could not be tighter so as to prevent hauliers from using unauthorised routes. PP explained that due to the nature of the operations and the fact that often third party hauliers are used, there is no direct contractual arrangement in place between the company and the haulier. GL asked whether advisory signage could be installed at either end of both	

	villages? This was considered a good idea and DL undertook to investigate further.	DL
10.	**Local Residents Representatives** LP asked how dust control is maintained. All operators had similar systems which included water suppression on internal haul roads and processing plant; wheelwash facilities on each operators site exit and the constant use of roadsweepers. The latest permission for mineral extraction will also require dust monitoring from the extraction operations.	
11.	**Highway Issues** NA and DW outlined that highway routing was in place for all site operations by virtue of various planning permissions and associated legal agreements. In essence, unless it is a local delivery (defined as being within 2 miles of the quarry) all HGV's should turn right out of the site entrance and follow Cornets End Lane to the roundabout. From here they should travel north or south via the A452. No vehicle should be using Hampton Lane or Meriden Road. The same routes should be used for vehicles approaching the site. DL asked how this was communicated to hauliers and do third party hauliers have to abide by the restrictions? Colemans only operate their own liveried fleet and all hauliers are instructed of the routing agreements through their induction and a reminder at the weighbridge. NRS have employee hauliers and third party hauliers. The issue is discussed with employees at their induction and hard copies of the rules are displayed on site. For third parties, a plan has been sent to all operators showing the authorised routes for distribution to drivers. Lafarge Tarmac use third party hauliers. Each company is contacted directly to remind them of the routing restrictions. The hauliers notice board adjacent to the weighbridge office sets out the restricted routes. DL suggested that a more proactive means of enforcement is required. RF and PP undertook to work together to undertake ad-hoc monitoring in both locations. RF explained that if problems are identified then residents should contact the quarry site manager as soon as possible, preferably with the vehicle registration plate. He will then liaise with other operators on the site in order to investigate the matter further. **The site manager is Wayne Davies who can be contacted on 07793 165638 or wayne.davies@tarmac.co.uk**.	RF (to brief WD)

	BB asked what restrictions were in place regarding the Cemex operation. DW to check.	DW
12.	**Any Other Business** Cllr Bell thanked NA for his work in getting the committee established.	
13.	**Date of next meeting** 10th June 2013 at The Pavilion The meeting will commence at **14:00**.	All