

CEMEX Southam Liaison Group

July 13th, 2013.

Present

Bob Stevens	WCC
David Fry	Marton PC
Howard Collerson	Stockton PC
Bill Ratcliffe	Princethorpe PC
Barbara Atkins	Long Itchington PC
Richard Jackson	Long Itchington PC
Jason Ward	Southam TC
Matthew Williams	WCC Planning
Sam Vaughan	CEMEX Intern
Martin Lithgo	CEMEX
Marco Murillo	CEMEX
Ian Southcott	CEMEX

1. Introductions.

BS agreed to take the chair in the absence of Len Gale. He welcomed those new to the group.

2. Apologies.

Apologies had been received from Len Gale, John Appleton (WCC), Chris Spencer (SDC), David Knee (Princethorpe PC), Steve Kittendorf (SCDC), the Environment Agency and Jeremy Wright MP. Mike Gaffney (STC) had emailed to inform IMS that he was no longer mayor and would stand down from the group.

3. Notes of the last meeting.

Notes of the meeting held on October 30th, 2012 had been circulated and were accepted as a true record.

4. Matters Arising.

BS asked if the silo and the peregrines remained and ML confirmed that the birds were still in residence.

5. Operational Update.

ML reported that the soil stripping on Spiers farm phase 3 had been completed on July 10th. All the neighbouring properties had been informed by hand delivered letter. 85,000 m³ of soil had been stripped and there had been no complaints received.

There continued to be no land filling of BPD, this material was being either recycled into the process or used as a soil conditioner.

Kiln problems at Rugby had affected supply but the last month had seen deliveries at the normal level of circa 40,000 tonnes per month. This equated to 70- 80 loads per day.

The existing CEMEX fleet was to be replaced with an outside contractor who would begin work on August 1st. CEMEX drivers were to be transferred to the new contractor. The company was Robinsons of Worcester and their distinctive pink livery would not go unnoticed. Nevertheless, they would still carry the clay signs. BS suggested that this information be placed in parish magazines. As the drivers were to remain the same, it was hoped that the good reputation they had built up for courtesy and consideration would remain.

JW asked if there had been any change in operations that might have affected water levels at the Holy Well which had been overflowing for at least four months. ML responded that there had been no change. It had been particularly wet for almost two years and rain and groundwater replenishment may be the cause. He would supply data to JW. HC reported that the springs in Stockton had been experienced high flow throughout the winter which had only recently abated. BS asked if levels in the quarry could be controlled and ML replied that this could be done by pumping out via the canal.

6. Griffins Farm

MP introduced SV, an intern from Cardiff University, working with the company. SV presented an update of the proposals for Griffins Farm. Calculations of the reserves remaining in Spiers Farm (SF) indicate a maximum of six years of the higher quality materials. Griffins Farm (GF) has an estimated 30 years of reserves. The ongoing challenge for the site is to maintain a consistent blend of material for supply to the Rugby cement plant and this is achieved by blending the varying qualities of material found at both SF and GF.

The proposal includes a tunnel underneath the A426 which will carry material from GF to the blending facility at its current location. The conveyor is approximately 1 km in length, 1.25 m wide and is fully enclosed. The conveyor is a more sustainable option than dumpers as the carbon footprint is reduced, less energy consumed, less noise and reduced visual impact. The proposed tunnel is of a much reduced size and will only be large enough to accommodate the conveyor and a pick-up truck. This is in contrast to the original tunnel which would have been large enough for dump trucks. The latter would have meant closure of the A426 for up to three months during construction. The proposed, smaller tunnel will not require such a closure due to the construction method selected.

The varying qualities of material found at SF and GF means that both will operate for a period of time which could be up to a maximum of seven years.

The main entrance and exit of the A423 and the number of vehicles transporting material to Rugby will remain the same.

The planning application which is planned to be submitted in early August will cover the conveyor, the reduced size tunnel and the access off the A426. This entrance will provide access to GF for personnel working at this location and for occasional deliveries of fuel and equipment.

The development programme for the quarry shows that it will be moving south west from the new access away from Stockton.

The likely timetable, should planning permission be forthcoming, is commencement of construction in 2015 for two years. Ready for testing and use by 2017. Quarrying is likely to commence at GF in 2019. This timetable is flexible and builds in contingency for any delays resulting from engineering problems, ecological requirements etc.

Delays have already been experienced as a result of the required newt surveys. These alone have cost in the region of £50,000 and the total cost of managing and relocating any newts found is estimated at £250,000.

The principal perceived concerns for the development and operations are dust, noise and traffic. The operations at Southam have historically presented little problem in respect of these matters and with the introduction of the conveyor, these will be even less. ML added that there five dust monitors in place and these provide ongoing data on this issue.

After SV summarised, HC asked for clarification on what exactly the planning application would cover. MW confirmed that permission already existed for extraction at GF and that this current application included the conveyor, a smaller diameter tunnel, access off the A426 and a small car park and welfare facilities. Once received, the application would go out for public consultation and it is likely to go to committee towards the end of the year.

JW asked what plans existed beyond GF. IMS confirmed that the design life of the cement plant and reserves at Southam and Kensworth all coincided in terms of their conclusion in about 30 years time. Beyond that there were no current plans that he was aware of. JW also asked about restoration and public access. As the site would remain a working quarry for the foreseeable future, this would not be possible. MW outlined the planning situation in this respect and alluded to the review of GF conditions currently being discussed with CEMEX which would lead to updated conditions and a restoration scheme.

BS asked how the conveyor was powered. MM responded that it had one electric motor which would be located at the blending plant end. The use of such conveyors was quite common in the industry and they were very quiet.

BS also asked about advanced planting of trees on the GF side. Replanting had taken place in areas where deer had damaged some of the saplings. A deer fence had also been installed.

7. Traffic Surveys.

At the last meeting, LG had asked that this issue be included as a separate agenda item. MW noted that no further traffic surveys had been carried out. He asked whether there was still the need. BR thought there was and the impression was that HGV traffic was increasing and would continue to do with the redevelopment of the former Peugeot site at Ryton. He was seeing Caroline Burrows of WCC Highways to discuss the A423 junction, the Hill Top Caravan Park access and the condition of the Straight Mile. MW would also raise with his Highways colleagues.

8. Stockton to Southam Cycle Route.

HC reported that there had been no progress and the prospects of securing funding in the current climate were slim. It was agreed that the new access to GF be designed to accommodate the route if and when it ever appeared.

9. Dropped Kerb – site entrance

Not yet done – IMS to pursue

10. Community Projects.

The FROLIC check for £10,000 would be paid on the presentation of a project update. Marton had applied for a grant which would be considered. Southam in Bloom, the Battle of Southam re-enactment, the Long Itchington footpaths map and a Girl Guide going to work in a school in Mexico had all been supported by the CEMEX Foundation. BR asked about criteria and IMS asked him to submit details of the project to him and he would assess.

IMS also asked for projects that might be considered for the company's Lend-a-Hand volunteering scheme.

11. Any Other Business.

HC asked about the Climafuel Plant at Malpass Farm. MW explained that amended plans had been submitted by CEMEX's new partner, SITA. This included a phased development with the first building being smaller than originally envisaged and a new internal road layout. This was likely to go to committee later in the year. HC also asked if it was still intended to process household waste. It was confirmed that it would be handling commercial and industrial waste as well as household arisings.

JW asked if the chimney at Southam would stay. IMS responded that there were no plans to remove it – it was structurally sound, demolition would be costly and its location near the new stacker/reclaimer building would make demolition difficult.

MW informed the meeting that the Minerals Local Plan which had been on hold while the Waste Local Plan was being prepared, had now been resurrected and would go out for consultation later in the year.

12. Date of the Next Meeting.

LG would liaise with IMS to establish a date.