

Minutes of a meeting of the Coalville Community Forum
Stephenson College, Coalville
on Monday 22 September 2008

Present

Cllr. T. Gillard (Chairman)	North West Leicestershire District Council
Cllr. I. Meller	North West Leicestershire District Council
Cllr. G. Partner	North West Leicestershire District Council
Cllr. P. Purver	North West Leicestershire District Council
Cllr. T. Purver	North West Leicestershire District Council
Cllr. M. Wyatt	North West Leicestershire District Council
Mr. J. Legrys CC	Leicestershire County Council
Mr. C. A. Stanley CC	Leicestershire County Council
D. Cavendish	Member of the Public
N. Green	Member of the Public
Mr D. Harlow	Member of the Public
Mr B. Heathcote	Member of the Public
Ms N. Pearson	Member of the Public
Ms. K. Siddals	Member of the Public
Mr. P. Siddals	Member of the Public
Ms C. Warrior	Member of the Public
Mr T. Williamson	Member of the Public

Officers and Requested Attendees

Mr. Steve Bambrick	North West Leicestershire District Council
Ms. Kristy Ball	Leicestershire County Council
Ms. Victoria Bowers	Leicestershire County Council
Insp. Chris Brown	LPU Commander Leicestershire Constabulary
Ms. Auzra Flynn	North West Leicestershire County Council
Mrs. Beverley Ireland	Leicestershire County Council
Mr. Matthew Lugg	Leicestershire County Council
Ms. Sarah McCartney	Leicestershire County Council
Mr. Simon McIntosh	Leicestershire County Council
Mr. Dave Watson	Leicestershire Fire and Rescue Service
Mr. P. Webb	Leicestershire Constabulary
Mr. Harold Yates	Leicestershire County Council

Apologies

Apologies were received on behalf of Ms P. Clayfield CC, Cllr. M. Blain, Cllr. P. Holland, and Cllr. D. Howe, North West Leicestershire District Council and Mr J. Mousley, member of the public.

28. Declarations of Interest

No declarations of interest were made.

29. Minutes

The minutes of the Coalville Community Forum held on 23rd June 2008 were confirmed as a correct record.

30. Question Time

The Chairman introduced Matthew Lugg, the Director of the Department of Highways, Transportation and Waste Management (HTWM) at Leicestershire County Council and Harold Yates, Procurement Manager in Waste Infrastructure and Procurement in HTWM, who had agreed to attend to answer questions arising from the recent articles in the local media regarding the purchase of land at Bardon by the County Council. Matthew Lugg offered to set out the background to the land purchase and then take specific questions and the Forum AGREED that would be useful.

Matthew explained that the collection of waste was a District Council responsibility but the County Council had responsibility for its disposal. Under an EU Directive, there was a requirement to reduce the amount of biodegradable waste sent to landfill and failure to meet the targets for reduction would result in penalties of up to £150/tonne landfilled plus, if the UK as a whole missed its targets, there could be fines levied of £500,000 per day and national government had indicated that this would be passed on to local authorities.

Leicestershire County Council had produced a strategy for handling municipal waste in Leicestershire, looking at the short, medium and long-term. In the short-term it was performing well, Leicestershire was one of the top authorities in the country for the percentage of waste recycled (currently over half the waste collected is recycled): this had been achieved through improving kerb-side collection, upgrading household waste sites and campaigning work. For the medium-term, a Mechanical Biological Treatment (MBT) plant had recently been commissioned in the south of the county and would take the county through to 2012/13.

In the long-term, investment of at least £130m was required in a large treatment facility. To assist local authorities with the costs, the government were offering credits through pfi (private finance initiative)¹ of up to £80m. To access this funding, the County Council had had to follow a set process: 1 – produce an expression of interest; 2 – prepare an Outline Business Case (submitted to Defra (the Department for Environment, Food and Rural Affairs, the Government Agency with

¹ Private Finance Initiative is a means of funding major capital investments, without immediate recourse to the public purse. Private consortia/firms are contracted to design, build and in some cases manage new projects. Contracts typically last for 30 years, during which time the facility is leased by a public authority. (Taken from Department of Health's website - <http://www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/Privatefinanceinitiative/index.htm>, accessed on 25 September 2008.)

responsibility for overseeing waste) in April 2008); and 3 – the tender process to deliver the facility. One of the stipulations the Defra had set was that the local authority needed to own at least 2 sites, which could be offered to a contractor if required. This was to create a level playing field at the tender stage, ensuring that no potential bidders felt excluded because they did not own a site within the county themselves. The Council already owned a site at Whetstone but needing a second had purchased the land at Bardon. It was important to note that Bardon was one of two sites, neither of which may be required by the successful bidder at the end of the tender process.

Matthew also explained that no decision had yet been made over the technology to be used at the new facility. This would be determined at the tender stage and depended on what technologies and solutions were put forward by the bidders: these would be assessed on a variety of criteria, set in advance, which would include cost, quality and appropriateness.

The following questions were then raised:

Councillor Meller – Were other sites considered?

Yes, a comprehensive search for sites was made, based on advice from planners and taking into account factors such as the length of potential journeys to the site. Bardon emerged as the most suitable of the sites available.

Mr. Siddals – What were the possible technologies that the facility might use? How will the decision be made? Will the facility also handle commercial/industrial waste?

Matthew explained that there were only 2 technologies currently being used in the UK, although a third had recently been put into practice on the Isle of Wight. The 2 were:

- Energy from Waste (EfW) – a form of heat treatment; and
- MBT – of which there were a number of processes, which could be configured in a variety of ways. Leicester City's Ball Mill was an example of a MBT facility, where magnets were used to remove metals and then a cylinder of 'ball bearings' broke down the rest allowing segregation by particle size. Some of the particles then went to a biological process and a residual waste 'flock' was sent to the cement industry. MBT facilities still used heat treatment at some stage (e.g. the flock from the Ball Mill was converted to concrete using heat).

Other existing technologies included:

- Gasification – thermal treatment in the presence of oxygen (the technology being used at the facility on the Isle of Wight);
- Autoclave – akin to a large pressure cooker: there were questions over the effectiveness of this technology; and
- Pyrolysis – the chemical decomposition of organic material by heating in the absence of oxygen.

The decision would be taken through a procurement evaluation process which would lay down a set of criteria to evaluate the bids against: cost and effectiveness of the technology proposed would obviously be considered. The process would be balanced and consider each bid on its merits.

The County Council was responsible for the disposal of municipal waste. The same issues did affect commercial waste, i.e. the cost of landfill tax. It was possible that commercial facilities could be developed alongside the County Council's facility.

Councillor P Purver – Will there still be a proportion of waste sent to landfill?

It was noted that any treatment would produce an element of residual waste. Harold Yates explained that bulky waste would continue to be sent to landfill in the first instance, none of the existing technologies were able to handle such items. Dependent on the technology used, around 2-3% residual waste would still need to be sent to landfill.

Councillor P Purver – Are new sites being sought for landfill (North West Leicestershire has several 'large holes' left after quarrying activity)?

Matthew explained that no new sites were being looked at for landfill. Landfill was not an effective or environmentally sound means of handling waste.

Cllr Purver also commented that she would rather see a facility such as existed on Frog Island in London than more landfill sites in the district. Harold explained that Frog Island was a MBT facility, which sent some of its end products to cement kilns and some to an aerobic digester. It was a technology that may come forward in the bidding process for the county's facility.

Matthew commented that it was important for the County Council to help people know and understand the technologies and processes under consideration.

Mr Legrys – Surely the County Council could specify the technology to be used in the tender documents and scotch the rumours of an incinerator? It could also specify that the technology should result in zero emissions.

Matthew explained that the process had been designed to enable all appropriate technologies to be looked at. The rumour that the Council were looking for an incinerator to be built had come about because Defra had insisted that the bid for pfi funding should include a reference project that offered a baseline against which the subsequent tenders from the private sector could be assessed. The Council had selected an EfW project as that baseline, however that did not commit

the Council to selecting a tender featuring an incinerator, rather than the Council could not select a solution that would be less suitable, assessed against the criteria, than an incinerator. He also explained that all the technologies resulted in emissions, even the Ball Mill in Leicester, because the flock went to cement kilns. To specify zero emissions would make it almost impossible to attract any bidders for the tender.

Councillor – Would the County Council look again at the ban on vans using the household waste recycling sites – this would help to reduce fly-tipping?

The ban existed in order to prevent tradespeople avoiding paying landfill tax to dispose of their waste. If it was raised, household waste recycling sites would be overwhelmed and the Council's recycling and landfill reduction targets would not be achievable. There were processes to enable householders to dispose of bulkier items. Matthew acknowledged that, as landfill taxes rose, fly-tipping was likely to become more of a problem but allowing tradesmen to avoid paying their share by utilising the household sites was not the solution.

Councillor P Purver – if the facility is built in North West Leicestershire, what is in it for the district?

If it was decided that the facility would be built at the Bardon site, it would have to pass through the normal planning procedures. It would be possible for North West Leicestershire District Council to include mitigation factors regarding traffic issues, etc as part of any permission if given. The facility would also pay business rates and would be a major local employer. It was to be hoped that the successful company would be willing to engage with the community.

Mr Stanley – how widespread would the consultations on a chosen site be? For example, residents in Blaby should not be able to have a say regarding a facility in North West Leicestershire.

The consultations would be based in the area around the site where the planning permission was being sought. Matthew drew the meeting's attention to the recent application for a waste transfer site in South Wigston, which had been before the County Council's Development, Control and Regulatory Board (DCRB) on 18 September as an example of the type of facilities being brought forward from the private sector. It was noted that the application had been turned down: the DCRB had to take a view based on the evidence presented.

It was AGREED that Matthew Lugg and Harold Yates be thanked for their attendance and their informative answers.

Other topics

Ms C Warriar – start time of the meetings.

Ms Warriar felt that many residents who would wish to attend the Community Forum would find it difficult to get to the venues for 6pm if they had full-time jobs.

AGREED: that the next meeting of the Community Forum should start at 6.30pm.

Mr P Siddals – Snibston Discovery Park: Miners' Gala

Mr Siddals requested feedback on the on the Miners' Gala held at Snibston Discovery Park on 20 September. Mr Legrys, who had attended reported that it had been very well attended and that he felt it had gone well.

It was AGREED that feedback on the Miners' Gala held on 20 September be provided to the next meeting of the Forum.

31. Residents' Parking Scheme: update

Kristy Ball read out updates received on the Coalville Residents' Parking Scheme and on the traffic problems at Meadow Lane/Hall Lane. A copy of the updates is attached to these minutes.

Meadow Lane/Hall Lane

Mr Stanley reported further on the discussion at the meeting of the North West Leicestershire Highways Forum held on 10 July 2008. It had been reported that there were 6,700 traffic movements along Meadow Lane each day but there was no data on the figures for the peak periods. The Vehicle Activated Sign outside 94 Meadow Lane had reduced average traffic speed to 30.8 mph. The County Council had indicated that it had not been aware that there was a problem with illegal parking at Meadow Lane Crossroads. It had been considered that the conditions did not justify further investment. Mr Stanley had urged that further consideration should be given to the installation of a pelican crossing at the junction. Cllr Meller added his support to Mr Stanley's comments. It was acknowledged that the matter had been considered at the Highways Forum it was felt was better felt that the Community Forum was better advertised to the public and was also entitled to look at such items.

AGREED:

- a) to note the update regarding the Coalville Resident's Parking Scheme; and
- b) to request a representative of the Department of Highways, Transportation and Waste Management to attend the next meeting of the Forum for the Meadow Lane/Hall Lane issue.

32. Anti-Social Behaviour: update

Inspector Chris Brown handed round copies of graphs of information relating to the figures for anti-social behaviour incidents from 2007 and 2008. The figures had been broken down from a report that the LPU received bi-weekly and compared the previous 2 weeks with the same period last year. A copy of the handout is filed with these minutes.

It was noted that there had been a 21% reduction in reported ASB. The police had carried out a considerable amount of work dealing with young people drinking on the streets, leading to a subsequent reduction in criminal damage. Insp. Brown commented that these figures only related to reported incidents.

It was AGREED that Inspector Brown and his colleagues be thanked for their efforts on behalf of North West Leicestershire residents.

33. Regional Control Centre – Leicestershire Fire and Rescue Service

Dave Watson, a Station Manager with the Fire and Rescue Service gave a presentation on the Regional Control Centre (RCC) being developed at Castle Donington. A copy of the presentation is filed with these minutes.

The East Midlands Fire Control Project involved the Fire and Rescue Services of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire. It was noted that a series of Reports to the Government had recommended reducing the number of fire service controls from 46 and eventually it had been decided that the 46 should be amalgamated into 9 Regional Control Centres.

The East Midlands RCC was among the first three to be developed and the first Service (Derbyshire) would move in October 2009. Leicestershire was due to transfer to the new facility in January 2010. The RCC would handle all call activity, resource (i.e. tenders and crews, and backup crews etc) allocation to calls; incident management; the maintenance of Fire and Rescue Service data; and planning and supporting major events.

The bringing together of the expertise from several Services, together with the efficiency benefits of amalgamating the separate control centres would result in the use of more robust and resilient technology, i.e. mobile data terminals in the appliances; and digital radio communications.

The following comments were made and issues raised in response to the presentation:

- i) aspects of the new technologies being brought together within the RCC were currently in use at other Services.

- ii) Local knowledge would not necessarily be lost as members of the current centres would be transferring to the RCC. As it was, the availability of that knowledge was dependent on the right members of staff being on shift when required. There was currently a potential overreliance on local knowledge and the new technologies allowing access to detailed maps of areas, which would include water sources, etc and could be transmitted to the data terminals in the appliances, would provide crews with better and more accurate information when attending an incident than was currently possible.
- iii) The RCC at Castle Donington was a call handling station and not a fire station. There would be no closures of, or reductions in numbers of appliances/crews at, fire stations.

It was AGREED that the presentation be welcomed, the information noted and Dave Watson be thanked for his attendance.

34. Local Development Framework (LDF)

Steve Bambrick gave a presentation on North West Leicestershire's LDF, a copy of which is filed with these minutes. He explained that the LDF was the replacement for the Local Plan and was intended to set the tone for the District for the next 20 years. The process of drawing up the LDF had only just begun and a report would go to the Cabinet of North West Leicestershire District Council (NWLDC) in October and it would go out to consultation in November. It was noted that the next meeting of the Forum would fall within the consultation period. There was likely to be a public enquiry in the autumn of 2009.

A key element of the LDF would be housing and where new developments should be sited. It was noted that the Regional Plan called for 12,000 new houses to be built in North West Leicestershire over the next 12 years and that the focus for development in the District should be Coalville. Steve took the Forum through some of the early work that had been done on identifying potential sites for housing, particularly around Coalville, and on regenerating Coalville town centre. One idea that had emerged was the development of a public service 'hub' in the town centre where the District Council, Police and other agencies would come together in one building.

The following comments were made and issues raised in response to the presentation:

- i) there were car parking standards in the standards for housing developments and the District Council would look to ensure these were met.
- ii) The plans for the regeneration of the town centre did include finding replacement car parking spaces for those that would be lost when the existing car parks were built over. These could be underground or rooftop spaces.

- iii) It was hoped to report on the transition plan for the market to NWLDC Cabinet by the end of the year. There were ongoing negotiations regarding the ASDA scheme and the Ford Garage scheme: both had been referred for design review and it was hoped they would both go to the Planning Committee in November or December.
- iv) There was no template regarding whether to knock down or retain buildings in the current town centre. It was acknowledged that Memorial Square was a key feature and there were particular linked buildings that the District Council would want to retain. Visioning work was being undertaken to ensure that the final designs fitted the community.
- v) District Council planners would use the Highways Agency's Ptolemy model to investigate the impacts on traffic flow of all development scenarios across the district and to test the effects of possible forms of mitigation.
- vi) The figure of 12,000 for new houses had been calculated from national population projections and once included in the Regional Plan, the local planning authority were obliged find sites for them. Although a change of national government may lead to changes in policy, history suggested that the figures for planned housing were only ever revised upwards. It was noted that the main driver was the reducing average household size.
- vii) 12,000 was the total for the District and the Regional Plan required the focus, i.e. the majority, to be at Coalville. One decision to be taken in the LDF was how many houses that should be and where would they go.
- viii) The land identified potentially for housing at Bardon was close the site recently purchased by the County Council. It was noted that, if the LCC site was required for the waste treatment facility and if that facility utilised Energy from Waste technology, it could provide cheap heating for any nearby housing development.
- ix) There was a feeling that the presentation and discussion had focussed on houses and ignored associated issues such as infrastructure and employment. Steve explained that NWLDC accepted the need to try to build balanced communities and these issues would form essential parts of the LDF and he had elected to focus on housing for the presentation as that tended to be an issue the public felt strongly about.
- x) It was confirmed that consultation with other agencies such as the Highways Agency and the emergency services was a fundamental part of the process of developing the LDF. It was noted that growth would attract investment for public services.

35. Election of Vice-Chair

It was AGREED that Mr Legrys be elected Vice-Chair of the Forum.

36. Items for Future Forums

Items for the next meeting:

- Loan Shark Initiative
- Participatory Budgeting
- Mantle Lane and local environment (representatives of the District Council and LCC Department of Highways, Transportation and Waste Management to be invited)
- Meadow Lane/Hall Lane
- Local Development Framework – update/consultation.

37. Date, Time and Venue of Next Meeting

It was AGREED that the next meeting of the Coalville Community Forum take place on Monday 1st December 2008, 6.30pm at a Castle Rock High School, Coalville.

6.05pm – 8.00pm
22/09/08

CHAIRMAN

Minute 31: Residents' Parking Scheme: update

Information Provided by Andrew Warrington Northern Highways Manager
LCC (18/09/08)

Coalville Residents' Parking Scheme

The County Council are currently analysing the excellent response to the consultation regarding the proposed residents' parking scheme in Coalville. As with any consultation some ideas about what could be done were drawn up, delivered to residents, and put on display at the library and council offices. It is extremely likely that the scheme will be changed to take account of the responses, and indeed that was the purpose of the consultation. The responses may even suggest that the proposal goes no further.

The next step is a report on the outcome of the consultation to the County Council's Highway Forum for North West Leicestershire to be held on 3rd November 2008, 6.30 pm at the North West Leicestershire District Council offices in Coalville. A copy of the report will be available 5 days before the meeting on the County Council web site. Anyone wishing to speak at the meeting should contact the County Council in advance of the meeting so that that can be arranged. Groups of residents quite often like to nominate one of their number to speak on behalf of the group, which again can be arranged prior to the meeting.

Before any scheme, amended to take account of the consultation results, could be implemented, a legal order would need to be prepared and advertised. Everyone would then have a formal opportunity to make their views known before the scheme could go any further.

Meadow Lane/Hall Lane

Extract from the minutes of the last meeting of the County Council's Highway Forum for North West Leicestershire below, follow the link to the web site for the full story:

<http://politics.leics.gov.uk/ieListDocuments.asp?CId=712&MId=2016&Ver=4>

"The Chairman asked Mr M Wyatt DC to speak on this topic Mr Wyatt expressed his disappointment on behalf of residents that officers were to take no action. He urged that consideration be given to a pedestrian crossing to alleviate parking problems. The District Council were getting many complaints. He also asked if bollards could be installed on Blackwood verge to prevent illegal parking.

Mr O'Connor in reply confirmed that he would ask officers to pass comments to North West Leicestershire District Council on enforcement issues and that he would ask officers to consider the installation of bollards.

The Forum considered a report by the Director of Highways, Transportation and Waste Management on the petition calling for urgent measures to tackle speeding traffic and illegal parking at Meadow Lane, Crossroads, Coalville. The report was presented by Mr O'Connor with a copy filed with the minutes

Mr O'Connor took Members through the report and highlighted the conclusion that when considered against LTP objectives, the current conditions at the crossroads do not justify further investigation relative to other priorities within the county.

Mr Stanley stated that the crossroads were very dangerous. He highlighted the fact that motorists park on both sides of the road with people finding it difficult to cross. He stated that he would like to see a traffic signal control crossing at the crossroads with extra action to prevent cars parking near to the junction.

Mr O'Connor explained that based on the criteria behind survey assessment the crossroads did not warrant traffic signal control.

Mr O'Connor agreed to speak to Mr Stanley after the meeting on accident statistics at the junction.

Mr Legrys said that there were a number of issues with regard to this junction. Mr Legrys requested that officers consider the junction for signalisation on grounds of congestion/network improvement. Any solution to also deliver pedestrian crossing facilities."

RECOMMENDATIONS

- i. That the report of the Director of Highways, Transportation and Waste Management be noted;
- ii. that officers pass comments to North West Leicestershire District Council on enforcement of parking problems Meadow Lane;
- iii. that consideration be given to the installation of bollards on Blackwood verge to alleviate parking problems and speak to Mr Wyatt; and
- iv. that officers to give consideration for signalisation of the Meadow Lane Crossroads, Coalville together with pedestrian crossing facilities.