

# **LOXWOOD CLAY PITS**


## **2<sup>ND</sup> COMMUNITY WEBINAR**

**27<sup>th</sup> OCTOBER 2020**

**Prepared by Chris Williamson & Barrie Thomas, ProTreat Limited  
(consultants to Loxwood Clay Pits Limited)**

# NEW TO ZOOM? Q&A

FOR THOSE OF YOU WHO ARE NEW TO ZOOM WEBINARS:

- 51 SLIDE PRESENTATION, OUR VIDEO AND ALL AUDIO IS BEING RECORDED. LINK TO THE RECORDING WILL BE CIRCULATED
- THERE IS A 'RAISE YOUR HAND'  ICON FOR YOU TO CLICK IF YOU HAVE A QUESTION. **IF WE HAVE TIME AT THE END**, YOU WILL BE ABLE TO SPEAK WHEN WE ACKNOWLEDGE YOUR QUESTION
- OR YOU CAN TYPE A QUESTION AND WE COULD VERBALLY ANSWER OR EMAIL YOU A REPLY AFTER THE WEBINAR
- IF NECESSARY MINIMISE THE CAMERA SCREEN AFTER THIS SLIDE OR USE YOUR MOUSE TO CLICK AND DRAG THAT BOX IF IT OBSCURES YOUR VIEW OF THE SLIDES.

# WEBINAR CONTENT

- PREVIOUS WEBINAR RE-CAP
- LOCAL COMMUNITY CONSULTATION PROCESS
- PUBLIC RIGHTS OF WAY & SURVEY RESULTS
- ACCESS ROUTES & REVISED TRAFFIC STUDY
- LEGISLATION CHANGES
- ONGOING SURVEY WORK
- NEXT STEPS & LCP WEBSITE
- PREVIOUS WEBINAR QUESTIONS & ANSWERS
- Q&A
- POLL

# **PREVIOUS INTRO WEBINAR RECAP**

# INTRO WEBINAR 25<sup>TH</sup> AUGUST 2020

- DEMAND FOR CLAY
- DEMAND FOR WASTE RECOVERY
- RECENT SITE HISTORY & PROJECT CHRONOLOGY
- SITE LOCATION, ACCESS ROUTE & TRAFFIC STUDY
- CLAY PIT DEVELOPMENT SITE
- ONGOING SURVEY WORK
- NEXT STEPS
- Q&A



# Matters arising from 1<sup>st</sup> webinar

- Woodland access route is an established track that has ancient woodland either side for 400m of its 1500m length but the track is well beyond the tree root protection zone
- The development site clay extraction area is more than 50 metres from any ancient woodland and for the first 15 years of operation, it will be more than 300 metres away
- 73 registered waste exemptions within a 3-mile radius of LCP's site with **7 registered within 1 mile:**

<https://environment.data.gov.uk/public-register/view/search-waste-exemptions>

**NB: file to be circulated with these slides**

# Matters arising – in context

- In 2015, WSCC granted planning permission to restore Rudgwick clay pit with 590,000 tonnes of inert waste over a 4 year period (147,500 tonnes per annum).
- The Rudgwick permission is 57% more than LCP's proposal BUT LCP's tonnage is spread over 30 years not 4 years, i.e. 12,500 tonnes per annum.
- The Rudgwick annual rate is 12 X Greater than LCP's proposal.
- Both sites accessed via the A281

# **LOCAL COMMUNITY CONSULTATION PROCESS & SCOPE**



# COMMUNITY CONSULTATION (1)

- THIS IS 'PRE-APPLICATION' CONSULTATION, NOT TO BE CONFUSED WITH POST APPLICATION CONSULTATION.
- DUE TO COVID BAN ON PUBLIC MEETINGS - **ZOOM**
- CONSULTATION COMMENCED - 27<sup>TH</sup> JULY 2020

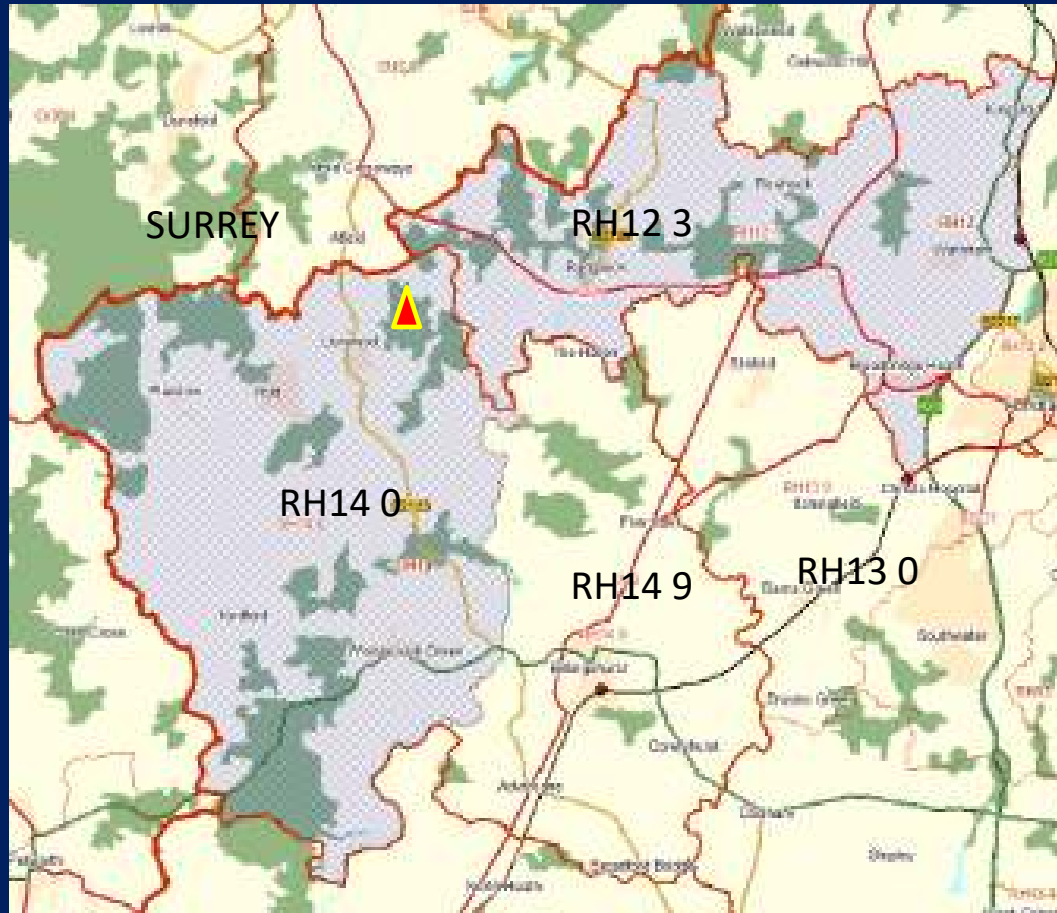
## 1<sup>ST</sup> INTRO WEBINAR – 25<sup>TH</sup> AUGUST 2020

- 103 REGISTRATIONS VIA ZOOM, ONLY 56 ATTENDEES
- RECORDING CIRCULATED TO ALL 103 REGISTRANTS – 26<sup>TH</sup> AUGUST 2020
- **THIS WEBINAR** ANNOUNCED TO ALL ORIGINAL 103 REGISTRANTS – 1<sup>ST</sup> SEPTEMBER 2020

# COMMUNITY CONSULTATION (2)

- ADVERTISEMENT IN PARISH MAG – SEP & OCT
- LEAFLETS DISTRIBUTED TO 7,379 ADDRESSES IN THE RH12 3 AND RH14 0 POST CODE SECTORS
- BY COB YESTERDAY – 191 REGISTRATIONS FOR THIS WEBINAR (1 was denied for bogus post code, 2 denied due to being outside consultation area)
- LOOKING AT THE ZOOM 'PARTICIPANTS' LIST RIGHT NOW, 2 HAVE LOGGED IN FOR THIS WEBINAR
- FINAL WEBINAR WILL BE 15<sup>TH</sup> DECEMBER 2020  
**(START TIME DECIDED BY POLL)**

# MAIN CONSULTATION AREA – shaded grey



THE SITE IS IN THE PARISH OF  
LOXWOOD, CHICHESTER DISTRICT

LOXWOOD ROAD STRADDLES THE  
DISTRICTS OF CHICHESTER &  
HORSHAM

FOR PRE-APP CONSULTATION, WSCC  
ONLY CONSULTED WITH CHICHESTER

RH14 0 – 2,576 ADDRESSES

RH12 3 – 4,803 ADDRESSES

ALFOLD AREA IN SURREY WITHIN  
PARISH MAG CIRCULATION

# AD IN THE PARISH NEWS – SEP & OCT



**LOXWOOD CLAY PITS**  
Land off Loxwood Road, RH14 0RW  
**LOCAL COMMUNITY CONSULTATION**  
(planning application – Spring 2021)  
**2<sup>ND</sup> WEBINAR – 5pm 27<sup>th</sup> OCTOBER 2020**  
REGISTER NOW – Scan the QR Code using phone camera or use  
[https://zoom.us/webinar/register/WN\\_EALLvwJISASgGqj0FJk0g](https://zoom.us/webinar/register/WN_EALLvwJISASgGqj0FJk0g)



OR Email:  
[cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)  
OR POST your request for an Info Pack  
by providing your name & address to  
Protreat Limited,  
6 Abbey Court,  
High Street,  
Newport, TF10 7BW

# FLYERS DELIVERED – RH12 3 & RH14 0

**LOXWOOD CLAY PITS LTD**

**2ND COMMUNITY WEBINAR**

**5pm 27th Oct 2020**

Prepared by  
**ProTreat Limited**  
(consultants to  
**Loxwood Clay Pits Limited**)

**NOTE:** The third and final Webinar will take place at 5pm 15th December 2020 (log in details to be provided after the 2nd Webinar to those who register for the 2nd Webinar).

**RE: PLANNING APPLICATION SPRING 2021**

Application Site  
Land Owned by LCP

**PLANNING APPLICATION FOR SITE off Loxwood Road, West Sussex, RH14 0RW**

**REGISTER FOR THE OCTOBER WEBINAR**  
SCAN THE QR CODE WITH PHONE CAMERA

**OR BY EMAIL:** [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)  
**OR POST:** Send your name & address to:  
ProTreat Limited, 6 Abbey Court, High Street  
Newport, TF10 7BW to apply for an Info Pack  
if you have no web access

If you missed the 1st Webinar on the 25th August 2020 you can watch the recording by scanning this QR code

APPROX. 8,000 FLYERS DELIVERED WE 18<sup>TH</sup> OCTOBER  
START TIME FOR 15<sup>TH</sup> DECEMBER WEBINAR DECIDED BY POLL



# OPPOSITION TO THE PROJECT

change.org


Start a petition My petitions Browse Subscription

Petition details Comments Updates



Source credit: West Sussex County Times



 Gareth Evans started this petition to West Sussex County Council and 1 other

Loxwood Clay Pits Limited are preparing to apply for planning permission for a Construction Materials Recycling Facility (for imported waste) plus Mineral Extraction in the Pallinghurst Woods in Loxwood.

EMAILED CLLR.  
GARETH EVANS (PETITION  
AUTHOR) ON **27<sup>TH</sup>**  
**JULY** TO MAKE HIM AWARE  
OF THE PROJECT

ON THE **28<sup>TH</sup> JULY** HE  
LAUNCHED THIS PETITION  
ON CHANGE.ORG

NOT UPDATED SINCE 28<sup>TH</sup> JULY  
– FACTUALLY INCORRECT  
DOES NOT REFLECT CONTENT  
FROM 1<sup>ST</sup> WEBINAR, e.g. access

## CHANGE.ORG PETITION – factual inaccuracies covered in last webinar

- CRUCIALLY Petition content is as per the posters placed in the woodland in June/July, which were based on a draft woodland access route from Jan 20 Scoping Report, cc'd by WSCC to planning consultees e.g. Loxwood Parish Council
- Petition started 28/7/20 but NOT amended after 25<sup>th</sup> August webinar – 4,000 signatures arguably provided against a false premise?
- NOT in ancient woodland, will NOT destroy any ancient woodland
- NOT an irreplaceable habitat, e.g. Biodiversity Net Gain and identical surrounding habitat

## CHANGE.ORG PETITION – more factual inaccuracies

- NOT a “*frightening application*” affecting ancient woodland and veteran trees
- NO noise and dust impact
- There are NOT any PROWs zig zagging the site but there are private zig zagging woodland tracks with lots of trespassing
- There are NOT any health & safety issues for PROW users or need to widen PROWs
- There will be NO 40 tonne trucks
- There will NO LOSS of ancient woodland
- Unsubstantiated claim – “*Extensive Environmental Damage and Loss of Life*”



## Associated Facebook page – more factual inaccuracies



NOT 33 YEARS OF LORRY MOVEMENTS

NOT 42 LORRIES A DAY, ACTUALLY 21 LORRIES A DAY MONDAY to FRIDAY

CONFUSION??

FOR EXAMPLE:

LOCAL RESIDENT DRIVES TO LOXWOOD POST OFFICE – THIS IS ONE VEHICLE AND TWO MOVEMENTS

LOCAL RESIDENT TAKES & COLLECTS CHILDREN TO/FROM SCHOOL IN LOXWOOD, PARKING ON STATION ROAD. THIS IS ONE VEHICLE BUT FOUR VEHICLE MOVEMENTS

# CHANGE.ORG RATING ON TRUSTPILOT

The image shows a Trustpilot profile for Change.org. The profile has 181 reviews and a 1.2 rating, indicated by one red star and four grey stars. A link to the website is provided. On the right, there is a petition signing form for change.org, including fields for first name, last name, email, and a country dropdown set to 'United Kingdom'. There are two radio button options: 'Yes! Tell me if this petition wins, and how I can help other relevant petitions' and 'No. I do not want to hear about this petition's progress or other relevant petitions.' A red 'Sign this petition' button is present, along with a checkbox for 'Do not display my name and comment on this petition'.

**Change.org**  
Reviews 181 • Bad  
1.2

www.change.org  
Visit this website

Write a review

Reviews 181  
Filter by: Rating English

Rating	Percentage
Excellent	2%
Great	1%
Average	2%
Poor	1%
Bad	94%

94% BAD

change.org  
Complete your signature

First name  
Last name  
Email  
United Kingdom  
Yes! Tell me if this petition wins, and how I can help other relevant petitions.  
No. I do not want to hear about this petition's progress or other relevant petitions.  
Sign this petition  
Do not display my name and comment on this petition

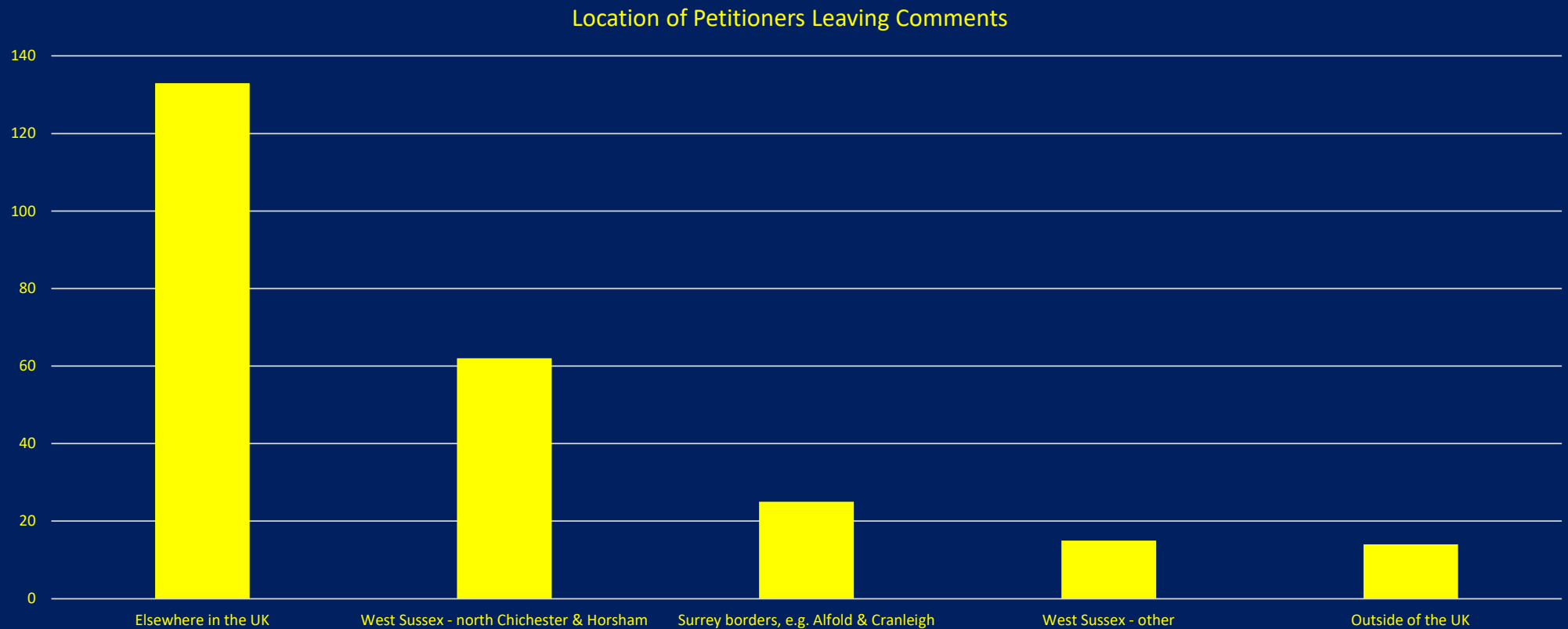
GOVERNMENT PARLIAMENTARY PROCESSES DO NOT RECOGNISE CHANGE.ORG PETITIONS  
USE DONATIONS TO CIRCULATE TO PEOPLE NOT CONNECTED TO ORIGINAL PETITIONERS

# CHANGE.ORG – how to buy signatures & how to check petitioner locations

The screenshot displays the Change.org interface with several key sections:

- Post an update**: A red button at the top right.
- Full supporter list**: A section on the left with the text "Get a full list of your supporters' signatures and comments emailed to you." Below this is a dropdown menu set to "Signatures (PDF)" and a "Get list" button. A green box below the button states: "Your file will be generated and sent to the primary email address in your account settings."
- Show more people your petition**: A section on the right with the text "For £20.00, you or your supporters can get your petition shown to 400 people who are interested in similar campaigns on Change.org." Below this are a red "Promote" button and a red "Learn more" link.
- Petition checklist**: A section at the bottom with the heading "Add your profile photo" and the text "People are more likely to support petitions when they know it's from a real person". A right-pointing chevron (>) is located on the right side of this section.

# LOCATION OF 249 PETITIONERS LEAVING COMMENTS



# EXTRAPOLATION TO 4,353 PETITIONERS

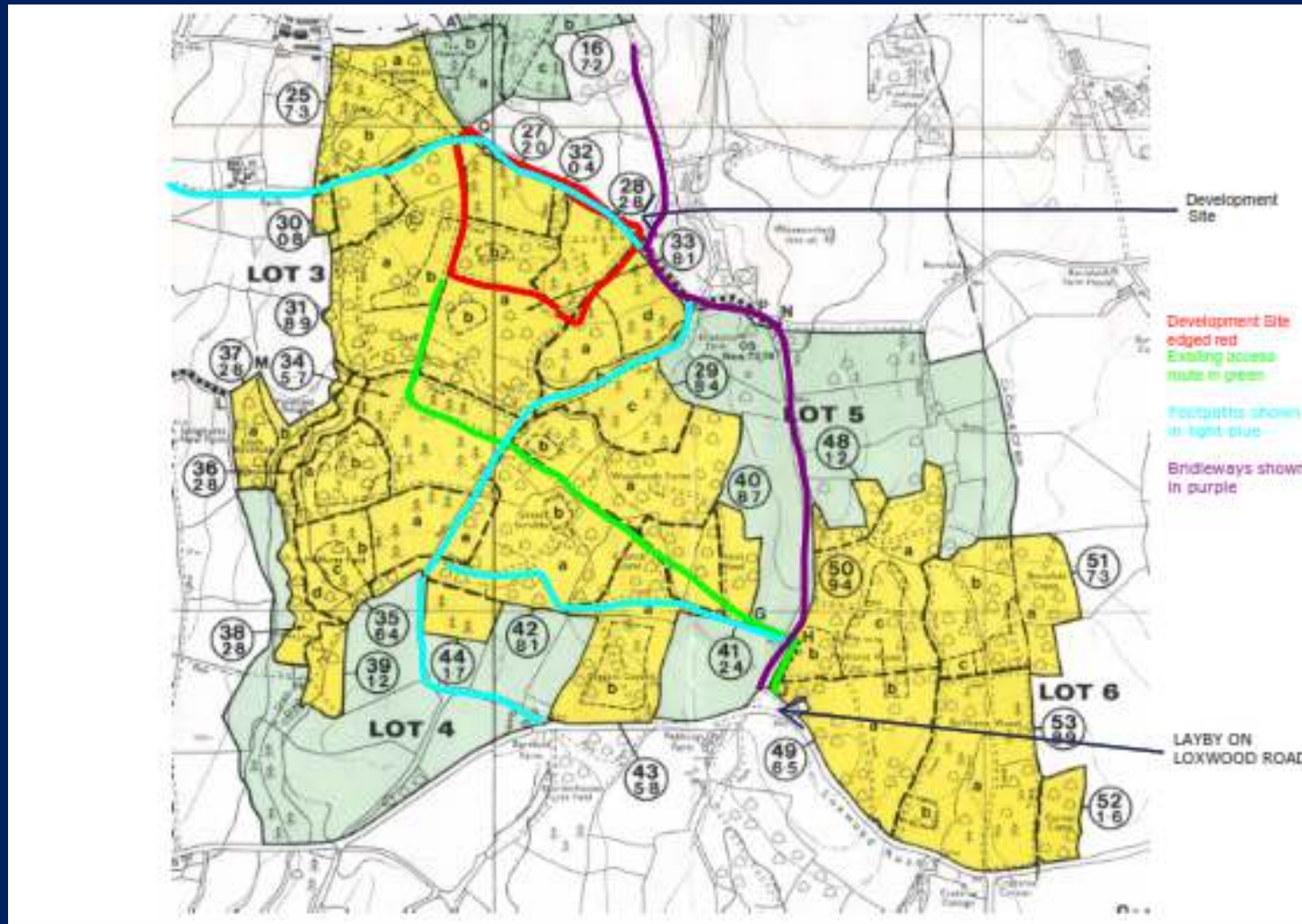
	% of Total
Elsewhere in the UK	53.4%
West Sussex - north Chichester & Horsham	24.9%
Surrey borders, e.g. Alfold & Cranleigh	10.0%
West Sussex - other	6.0%
Outside of the UK	5.6%

## **CONCLUSION: 65% ARE NOT LOCAL?**

ONLY Cllr. EVANS HAS FULL ACCESS TO THE LIST OF PETITIONERS. ON THE 15<sup>TH</sup> OCTOBER WE ASKED HIM TO REVIEW AND CLEANSE THIS PETITION. WE WOULD BE HAPPY TO REVIEW THAT WITH HIM AND PUBLISH FOR THE DECEMBER WEBINAR

# PUBLIC RIGHTS OF WAY & SURVEY RESULTS

# PUBLIC RIGHTS OF WAY



**NO PROWs ON EASTERN PLOT**

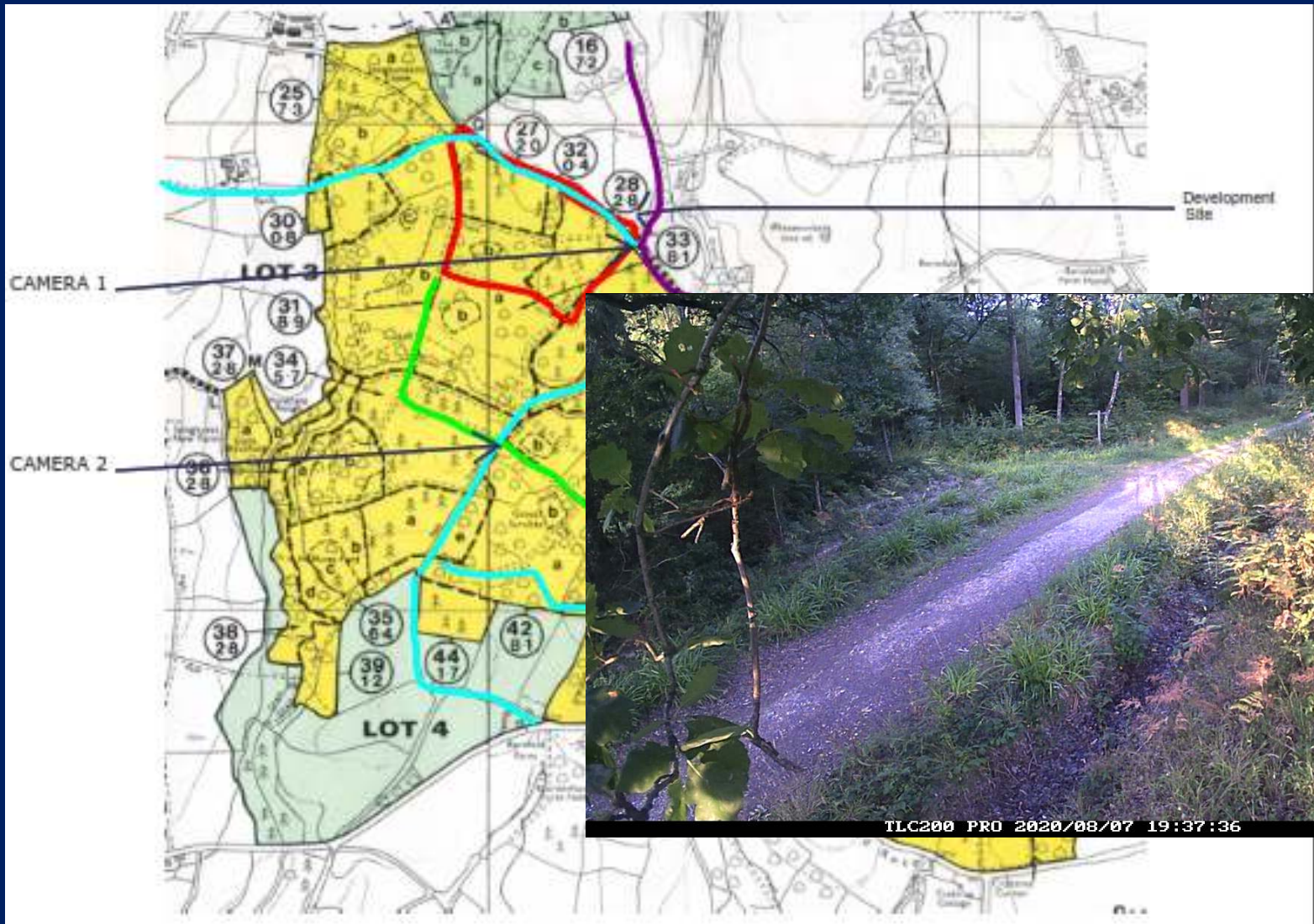
**GREEN ACCESS ROUTE IS NOT A PROW**

**LOTS OF DOTTED LINES SHOWING TRACKS CRISS CROSSING THE SITE ARE NOT PROW**

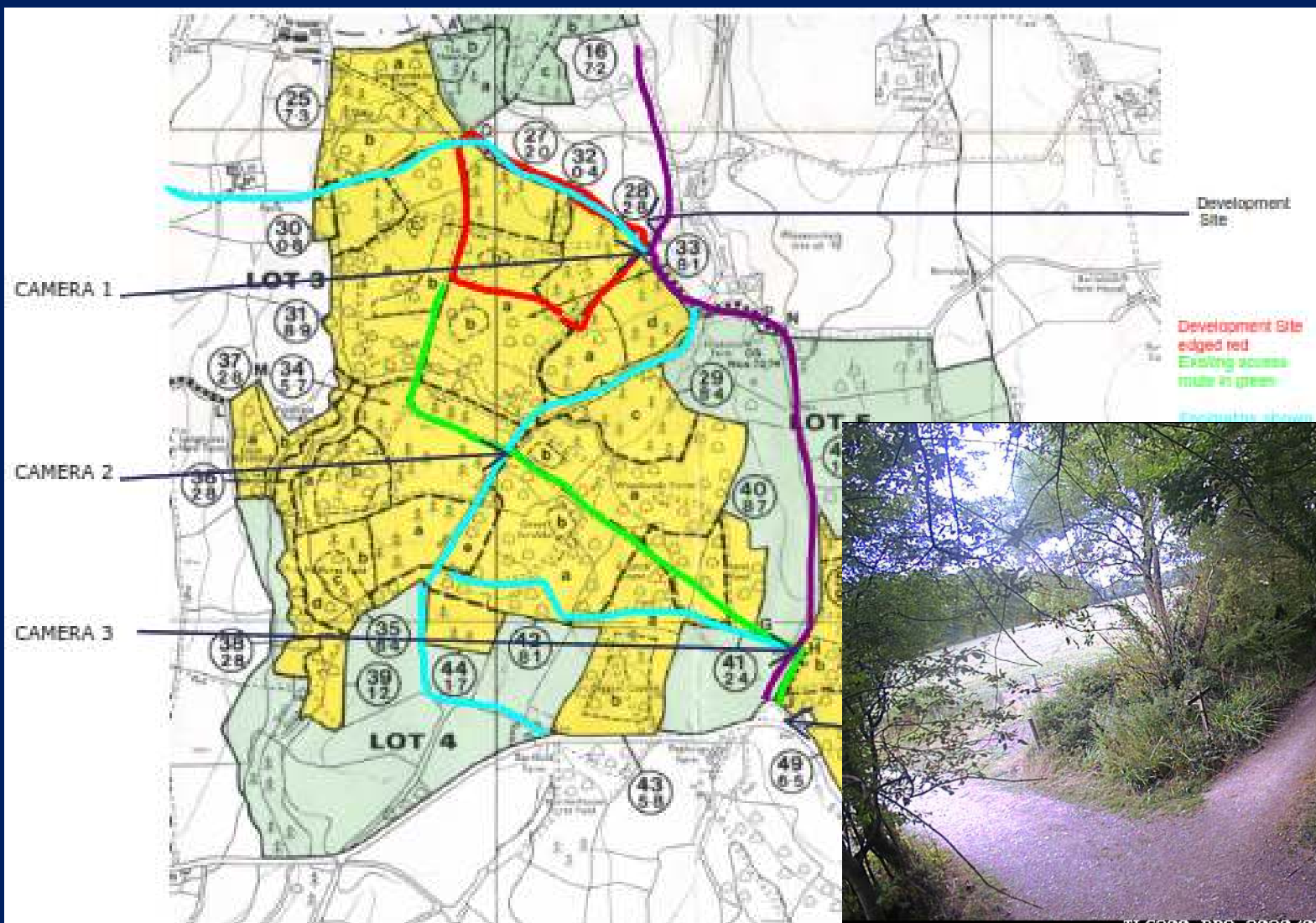








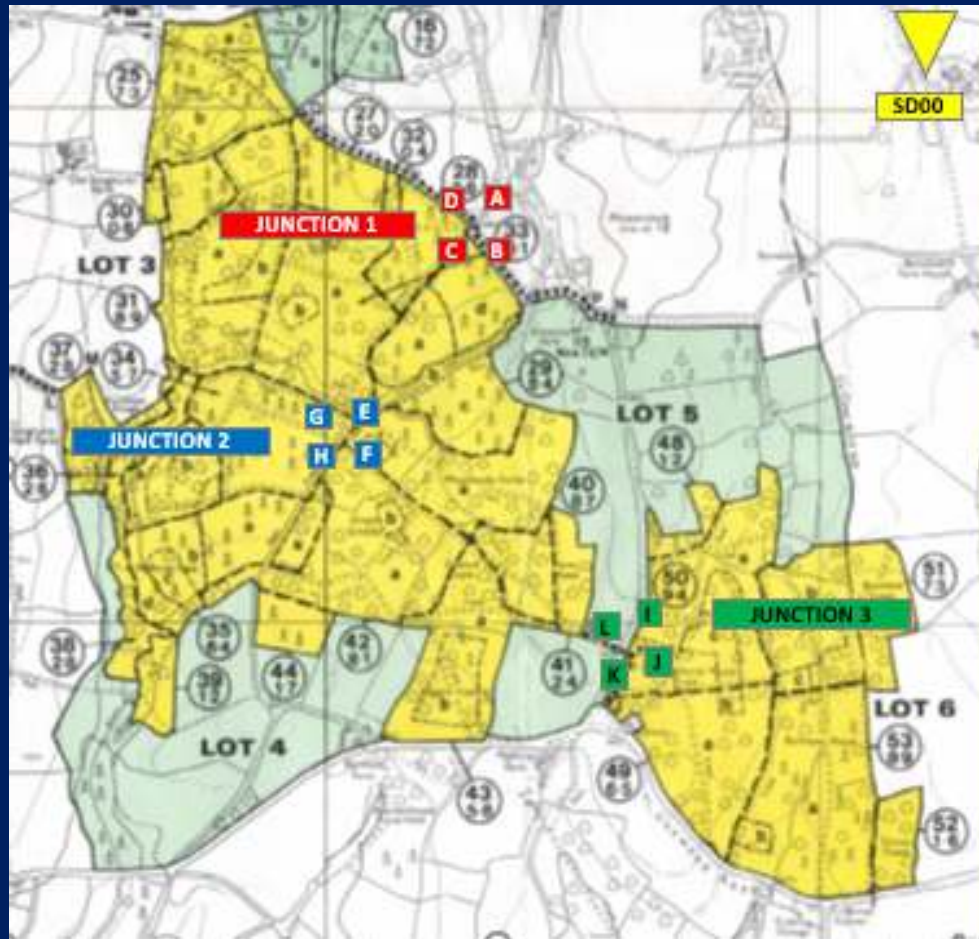
TLC200 PRO 2020/08/07 19:37:36



TLC200 PRO 2020/08/07 19:01:14



# PROW CAMERA OVERVIEW



## JUNCTION 1

A, B & D are PROW BUT C is NOT

## JUNCTION 2

E & H are PROW BUT F & G are NOT

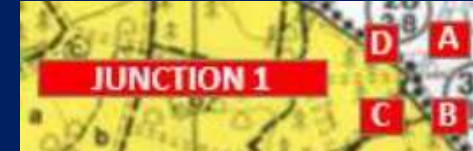
## JUNCTION 3

I, K & L are PROW BUT J is NOT

# PROW SURVEY RESULTS – 8<sup>th</sup> to 14<sup>th</sup> AUGUST

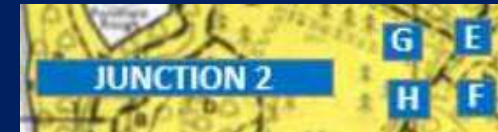
## JUNCTION 1

- 123 PEOPLE – average 18 per day
- 25 TRESPASSED ON TO PATH C (i.e. 20%)



## JUNCTION 2

- 143 PEOPLE – average 20 per day
- 101 TRESPASSED ON TO PATHS F/G (i.e. 71%)



## JUNCTION 3

- 498 PEOPLE – average 71 per day
- 95 TRESPASSED ON TO PATH J (i.e. 19%)



# PROW SURVEY CONCLUSIONS

- 32 PEOPLE TRESPASS EVERY DAY
- WALKERS, DOG WALKERS, CYCLISTS & JOGGERS (1 HORSE RIDER ON 2 DAYS ONLY AT JUNCTION 3)
- MAINLY ALONG THE WOODLAND ACCESS ROUTE WHICH IS NOT A PROW, NO SURPRISE THERE ARE OBJECTIONS TO LCP WANTING TO USE THIS ROUTE, EVEN THOUGH THEY OWN THE LAND
- ALSO LOTS OF TRESPASS ON LCP'S EASTERN PLOT WHERE THERE ARE NO PROWs AT ALL
- PETITIONERS CANNOT CLAIM LOSS OF AMENITY FOR LAND THEY ARE TRESPASSING ON

# TRESPASS & AGGRAVATED TRESPASS

- TRESPASS IS A CIVIL LAW OFFENCE
- AGGRAVATED TRESPASS IS A CRIMINAL LAW OFFENCE:

Would anyone care to know how to make a bat box? There's plenty of help on youtube. Imagine a colony of bats in the woods.....don't think anyone can move them.....See



YOUTUBE.COM

**Build a bat box & help give nature a home**

Find out how to build the best home for bats with this easy video g...

Anything which is intended to have the effect—

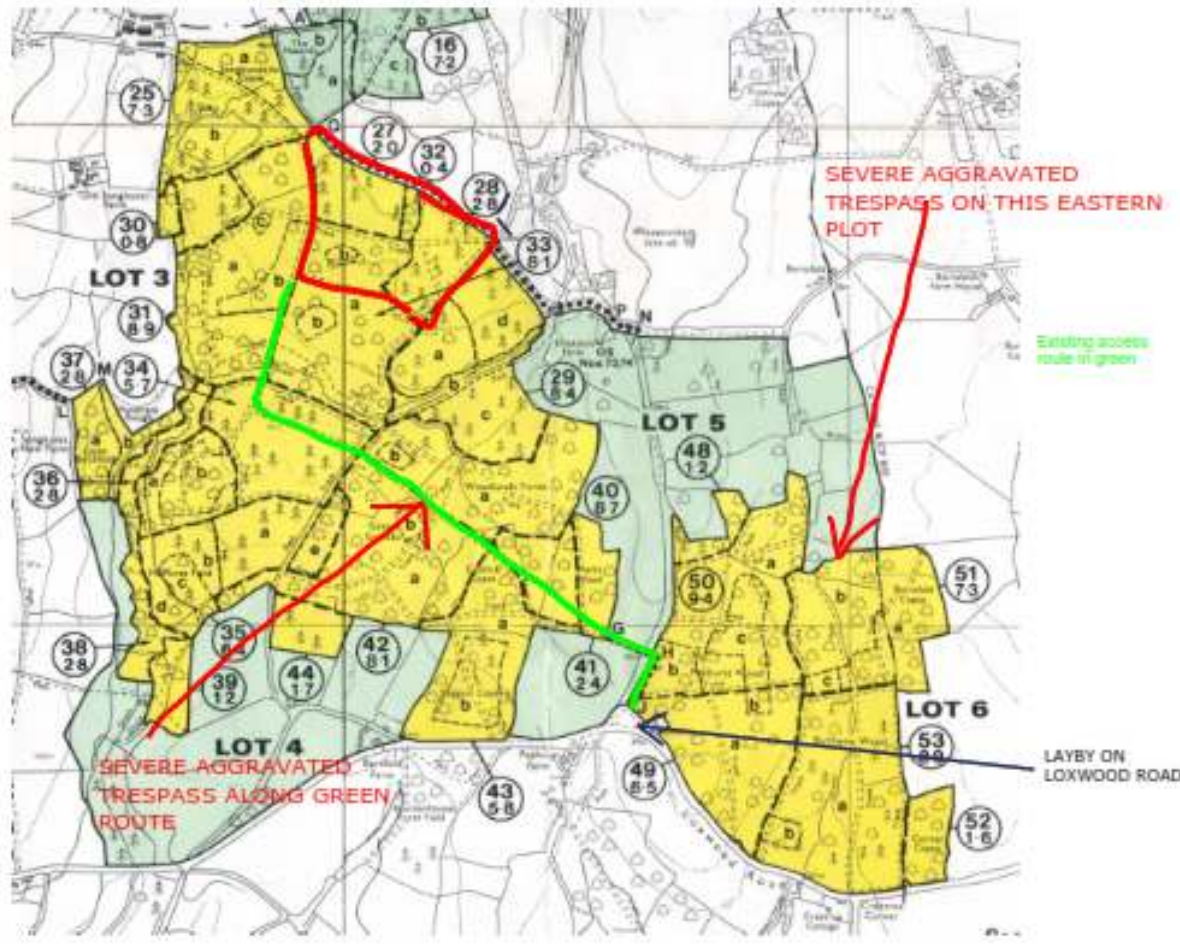
(a) of intimidating those persons so as to deter them from lawfully engaging in an activity,

(b) of obstructing that activity, or

(c) of disrupting that activity.



# AGGRAVATED TRESPASS



AGGRAVATED TRESPASS IS AN OFFENCE – CRIMINAL JUSTICE & PUBLIC ORDER ACT

DUE TO HEALTH & SAFETY CONSIDERATIONS LCP MUST DECIDE WHETHER TO ENFORCE

WHAT DO LOCAL PEOPLE WANT?

DO THEY WANT TO HAVE PERMITTED RIGHTS TO USE LCP'S LAND BEYOND PROWS?

WOODLANDS ARE NOT LOOKED AFTER FOR FREE (**COST £14,000 to £27,000 per ANNUM**). IS THERE A DISCUSSION TO HAVE OR ARE WE DEALING WITH TOTAL OPPOSITION?

# **ACCESS ROUTES & REVISED TRAFFIC STUDY**



# ACCESS ROUTES & REVISED TRAFFIC STUDY

- LOXWOOD ROAD STRADDLES CHICHESTER AND HORSHAM DISTRICTS BUT PLANNING APPLICATION IS IN CHICHESTER DISTRICT
- WSCC PREFER SHORTEST ROUTE TO LRN, i.e. A281 AT BUCKS GREEN
- DURING LAST WEBINAR LOTS OF OPPOSITION TO THIS ROUTE – PROBABLY FROM BUCKS GREEN RESIDENTS NOT THOSE IN LOXWOOD
- THEREFORE, DECIDED TO SURVEY 5km LENGTH OF LOXWOOD ROAD FROM B2133 to A281

## WESTERN SECTION



## MIDDLE SECTION – SITE ACCESS



## EASTERN SECTION

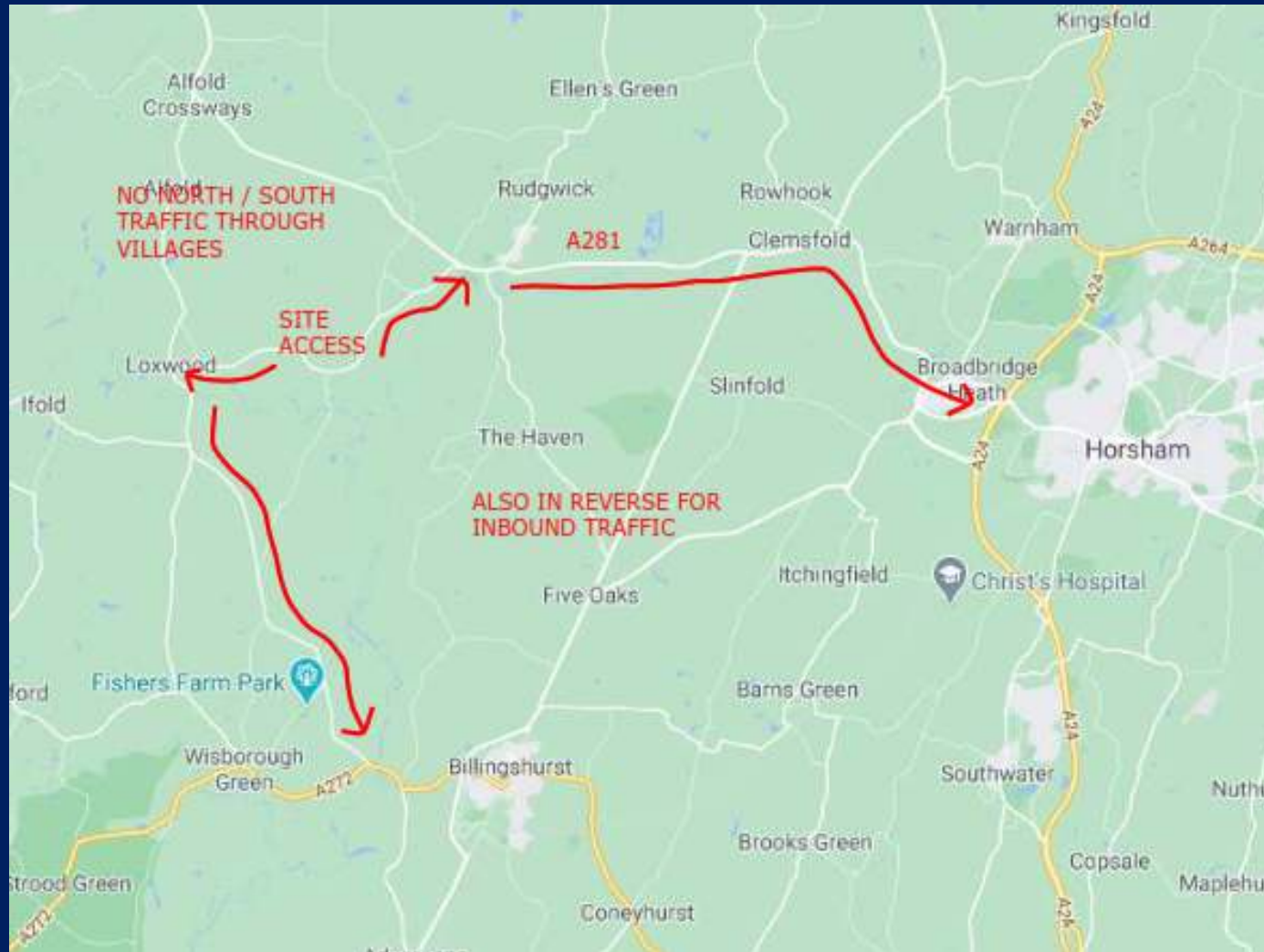


There is a small section of Loxwood Road west of Exfold Farm that narrows to 5.1m for a distance of some 80.0m. Whilst this would allow two lorries to pass one another, some caution would be required. This section is straight however with excellent forward visibility. Approaching vehicles would therefore have adequate time and distance to take appropriate action.

## SURVEY CONCLUSIONS

- The site access junction with Loxwood Road has the ability to cater for the turning requirements of the vehicles that will be operating.
- Adequate visibility can be provided in accordance with the requirements of Manual for Streets 2.
- The surrounding highway network both east and west of the site is suitable in width to accommodate the traffic likely to be generated, whilst the junctions at the A281 Guildford Road and B2133 High Street both have adequate junction geometry.
- Guildford Road is subject to a 30 mph speed limit and visibility at the Loxwood Road / A281 junction is in accordance with Manual for Streets.
- Loxwood Road forms a junction with B2133 High Street at Loxwood. The High Street is also subject to a speed limit of 30 mph and visibility at this junction is also in accordance with Manual for Streets.
- The highway implications of the proposal are therefore considered not to cause any demonstrable harm to highway safety.

# NOW PROPOSED TO SPLIT HGV TRAFFIC (see poll)



# **LEGISLATION CHANGES**



## GOVERNMENT'S "PLANNING FOR THE FUTURE" WHITE PAPER

- Proposes to tear down the planning system and start again
- Intention to review the use of environmental assessments and habitats law later this year (see Environment Bill)
- Emphasis on zoning land in a revamped local plan
- Local authorities to rewrite and adopt their new-style Local Plans within a 30-month timeframe
- Opportunity for local people and councillors to influence this would become limited to the plan-making stage
- Intention to overhaul Section 106 agreements and Community Infrastructure Levy's, with a single nationally-set levy on development
- Local Plans will be subject to a single statutory "*sustainable development*" test, as "*The achievement of sustainable development is an existing and well-understood basis for the planning system*".
- Presumably, local councillors are already focussing on this?

## The Waste (Circular Economy) (Amendment) Regulations 2020

- REFERRED TO THIS DURING THE LAST WEBINAR
- REGULATIONS CAME INTO FORCE 1<sup>ST</sup> OCTOBER
- IMPLEMENTS EU DIRECTIVE
- AMENDS PREVIOUS WASTE REGS, e.g. 2011 WASTE REGS.
- DIFFERENTIATE'S RECYCLING FROM OTHER FORMS OF WASTE RECOVERY
- REINFORCES THE WASTE HIERARCHY
- STANDS *ON ALL FOURS* WITH LOXWOOD CLAY PITS DEVELOPMENT

# **ONGOING SURVEY WORK**



# ONGOING WORK (main focus December webinar)

- Ecological surveys:
  - Botanical (complete), Great Crested Newt (complete), Breeding Birds (complete), Roosting Bats (complete), Bat Activity (complete), Dormouse (complete), Reptiles (complete), Invertebrates (complete), Badgers (complete), Wintering Birds (**Nov-Dec**).
- Biodiversity Net Gain (**about to start**)
- Landscape & Visual Impact Assessment (**work in progress**)
- Soil (complete)
- Archaeological / Cultural Survey (complete)
- Noise Survey & Assessment (complete)
- Groundwater / Hydrology Survey & Assessment (complete)
- Flood Risk Assessment (complete)
- Aboricultural Survey (complete)

# **NEXT STEPS & LCP WEBSITE**

# NEXT STEPS

- THE RECORDING OF THIS WEBINAR WILL BE CIRCULATED TO ALL WEBINAR REGISTRANTS, i.e. NOT JUST LIMITED TO TODAY'S ATTENDANTS
- WEBSITE – [www.loxwoodclaypits.co.uk](http://www.loxwoodclaypits.co.uk) INFO POSTED ON THAT SITE
- NEXT COMMUNITY WEBINAR – 15<sup>TH</sup> DECEMBER 2020, START TIME TBC FROM POLL
- ALL REGISTRANTS FOR TODAY'S WEBINAR TO RECEIVE INVITE

# PREVIOUS WEBINAR KEY QUESTIONS & ANSWERS

Question	LCP Response
You have not talked about light pollution either in your presentation or in your January report. Please tell us about light sources and hours they will be working	The site will only operate normal working hours, so during summer months no lights will be required. During winter months we will need site lighting early morning and early evening, these will be placed in as unobtrusive a way as possible in order to minimise light pollution. All site lights, including vehicles, will be off outside working hours.
Will you leave your buildings unlit all night and your vehicles too	
How do you propose water is removed from the pit	The control of water is currently being investigated by specialist consultants, but in general terms - the water in the pit will be pumped to a settling lagoon before the clarified water is allowed to leave site in a controlled manner, under a permit from the Environment Agency.
We never have tractors in the woods.	Tractors are often used to haul coppiced wood from the woods
What about the noise of the trucks driving past the back of my house?	We have commissioned a professional and independent noise survey and are currently awaiting their report. If actions are identified that require LCP to mitigate noise then they will certainly be taken
The planting rights for the land on the layby sit on my deeds.	LCP aren't planning on doing any planting in the layby
What about the flooding on the layby we had this year and the black ice it caused.	Please take this up with WSCC highways - This project will not increase the likelihood of flooding in that area
When were the clay pits closed and what restrictions were put on them at that time?	None of the clay-pits mentioned during the presentation were in operation at the time the current land owner took possession of the land, so we have no records in our possession of any closure dates or of any restrictions imposed. Many pre-date the planning application process so records may not actually exist.
Will this cross Hook Street	No

My house is to the North - you have brushed over likely noise volume	We have commissioned a professional and independent noise survey and are currently awaiting their report. The recycling facility will be operating during normal working hours only, under a permit from the Environment Agency which will enforce Best Available Techniques (BAT) for noise control. All potentially noisy equipment will be noise abated whenever possible
What is the % increase in HG traffic along Loxwood Road?	The % increase is not a useful metric and doesn't inform any meaningful debate. If there was 1 truck per day using that road and we proposed to add another truck per day, this would be a 100% increase, but would still be just 2 trucks per day. So using a % increase can be quite misleading for everyone. Dealing in just facts - We have stated that there will be an average of 42 extra HGV movements per day. We have had an independent traffic survey carried out (which is now with WSCC) and this has found that the road is easily suitable for this small increase. If WSCC disagree, we will look at their concerns and address them.
There is definitely not room for 2 HGVs to pass 'at speed' on many parts of Loxwood Road. What does this mean?	The statement 'at speed' refers to the speed limit which applies at each relevant section of road. So in a 30mph zone they can pass at 30mph. This has been confirmed by the independent traffic report.
Will you make public to this forum the Guidance you keep mentioning?	The guidance that needs to be followed is published in the Department for Transport – Guidance for Streets, and the Chartered Institution of Highways and Transportation – Manual for Streets 2. Both are freely available on line.
There are several equine establishments down Loxwood Road. The planned route passes by them & it will be nigh on impossible to Back out with the animals with 5 trucks per hour every weekday. It is not the best route for them or the house owners along the route.	WSCC policies mandate LCP to access the local lorry route as quickly as possible, so we will agree the route with WSCC, but this will inevitably mean going past houses somewhere.
The HGVs will have to go on the other carriageway to turn between the pub & the garage.	The independent traffic report we have commissioned has examined the width of the roads and junctions and has deemed them to be acceptable for our proposed use.



Will the speed of HGV's be limited both on the approach road and when in the wood land	The HGVs will of course stick to speed limits on the road that have been designated as safe speeds by the highways authority. Within the woodland the access road is quite straight with good visibility, but we will restrict their speed to 20mph to enhance safety (10mph at PROW junctions)
How many employees will be working on the site	At this moment we can't put a figure on this, but it's likely to be between 6 and 12 plus drivers. Local people will be sought
You are still proposing 11000 miles per year not including employees	Correct - but as the presentation pointed out, this is a minor impact
Where is the waste which you propose to dump in the pit be coming from	We will be recycling Construction and Demolition wastes from within an approx 20 mile semi circle. You will have seen from the slides that planning permission for building works are constantly being processed in Loxwood, and the same applies to the surrounding areas. This means there is a constant need for recycling waste building materials from all over the area. Only the unrecyclable material will be used to restore the clay pit under license from the Environment Agency.
Is there an expectation that other areas within the owner land not currently in scope will be raised in future applications? Is this just the first of a bigger plan?	As mentioned at the webinar – there are no plans to develop any other area other than that currently being investigated, and no plans to extend into any other parts of the woodland
Are the 42 lorry movements per day be for 5 or 6 days per week?	We are planning operations to be over the 5 day working week, but can't rule out a shorter working day on Saturday.
the Loxwood Road is a 60 mph limit and as you said has an average speed of 50+ mph this is a fast bend with unsighted exits. How can you propose that an HGV can exit onto this road on the wrong side of the road	The independent traffic report we have commissioned has examined the sight lines and visibility splays, and the access/egress onto the Loxwood Road has been deemed to be acceptable for the vehicles we are proposing to use (this was on the slides). This is now with WSCC highways department for comment.

What electricity supply is there on site? Are you intending to have a generator running non stop?	There is currently no electricity supply. LCP will examine the provision of a suitable supply with the local provider, if this is not possible a generator will be used. If a generator is used it will only need to operate during working daytime hours
Guidance is one thing actual practice is another. We live here and I drive this road regularly. This is a dangerous road without HGVs on it and the number of cyclists has risen significantly over the last 4 months.	LCP will always abide by the laws in place, if the speed limit changes due to safety concerns, our trucks will obey those limits
Loxwood Claypits Limited is a dormant company with £zero assets. Who is really behind the project	One of the Director's of LCP Ltd owns the land, and has done for more than 30 years, there is no-one else behind the project other than the Directors of LCP.
You stated that "ancient woodland and clay extraction can exist in perfect harmony" as part of your justification. That is nonsense, unless you will be using the same techniques as they were 200 years ago	Historical maps show clay pits clearly in and around the area LCP are proposing to develop, to no detriment of the current woodland. The planning permission and EA permits will ensure that any impacts from this development are similarly minimised
I walk my dog every day along these tracks, and will continue to do so. Once the HGV's are in the woodland, how will they respect my right to walk	The proposed access road is NOT a public right of way (PROW), with the exception of a short section close to the bridleway from the lay-by. At that point a suitable method will be adopted to separate walkers from traffic. Walkers should not be using any other routes through the land other than the PROW. For clarity, the permitted PROWs were clearly shown on slide 19. We do not advise you utilise any other walking routes other than those permitted.
You state that there will be minimum dust from the extraction because it is clay. What about the dust when the waste is disposed of and filled in to the pit? That will cause dust	Dust control will be a part of the permit enforced by the Environment Agency, this will include both the works inside the building and those outside. As with noise control all operations will have to conform with BAT to minimise dust, and dust suppression techniques can be utilised if required..

What binding guarantees will they give that there won't be a change of use at some stage in the future, and that other waste won't be disposed of in the area?	With regard to the wastes being deposited to restore the clay-pit voids, these will be tightly controlled through a permission from the Environment Agency. Only certain inert wastes are permitted for such use by the Agency, such as those emanating from the recycling facility, and no other wastes will be permitted - there can be no change of use.
HGV drivers might be professional and careful, but skip lorry drivers definitely are not!	This is a sweeping generalisation. If any LCP trucks are seen breaking laws or endangering safety we would be pleased to know and would take appropriate action
What happens when lorry drivers decide to take a different route, as they do from Rudgwick Brickworks?	We will have GPS trackers on the vehicles, and if any HGV drivers are found to be flouting designated routes they will be suitably dealt with
The connection of London based between Loxwaste and LCP?	They both share a director
How much C&D waste specifically does UK export to the EU?	Included within refuse derived fuel - 10,000 tonnes per day
Other brownfield sites in West Sussex are available. The Weald primarily consists of this clay seam, and is abhorrent to destroy such a site.	Minerals can only be extracted where they are found in the ground, ruling out most - if not all - urban brownfield sites

# **Q&A SESSION**

# POLL QUESTIONS – multiple choice

Q1: What is your preferred HGV access route to the Loxwood Road site?

Answer 1: To/from the easterly direction where Loxwood Road joins the A281 at Bucks Green

Answer 2: To/from the westerly/southerly direction where Loxwood Road - Station Road joins the B2133 in Loxwood

Answer 3: Split between the two routes

Q2: Which start time would you prefer for the Third & Final webinar in December?

Answer 1: 5pm

Answer 2: 5.30pm

Answer 3: 6pm