

## **APPENDIX ES D**

### **STATEMENT OF COMMUNITY CONSULTATION**

#### **1. Introduction**

- 1.1 The proposed development is the subject of an application for planning permission together with an Environmental Statement. Plans showing the location of the site and the layout of the proposed development and restoration proposals are presented in the application documents.
- 1.2 In developing the proposals, consideration has been given to the guidance enclosed in the West Sussex Statement of Community Involvement Third Review (SCI) dated September 2018. This was approved by West Sussex County Council on 10 October 2018 and the last update to WSCC's website on 1 April 2021 confirms that this guidance is still current. This guidance was in place when Covid 19 restrictions were first introduced in March 2020.
- 1.3 Section 5.4.1 of the SCI encourages applicants to engage with the local community before they submit a planning application. Section 5.7.3 of the SCI encourages developers to enter into early discussions with Planning Services subject to the Pre-Application Advice service.
- 1.4 Section 5.7.4 of the SCI encourages developers to undertake early community consultation, particularly for major and/or controversial proposals. The 'front-loading' of involvement gives the local community an opportunity to participate in the formulation of a developer's proposal before a planning application is submitted and allows the developer to benefit from the local community knowledge. However, the County Council cannot refuse to accept a valid application because a developer has not consulted with the local community.

#### **2. Consultation Process**

- 2.1 Proposals with respect to Loxwood Clay Pits proposed development in Pallinghurst Woods have been discussed with WSCC since February 2019 and with the local community from August to December 2020. Covid restrictions prevented public meetings from taking place in 2020 and so alternative consultation measures had to be employed.

##### **Meetings and discussions with WSCC**

- 2.2 A pre-application advice meeting took place with WSCC's Principal Planner Chris Bartlett on the 7 February 2019 and his written advice was issued on the 29 March 2019.
- 2.3 An EIA Scoping Report was received by WSCC on the 28 January 2020 and after consultation with the Environment Agency, Chichester District Council, Loxwood Parish Council, Natural England, the Forestry Commission, Southern Water and WSCC internal departments (Flood Risk Engineer, County Archaeologist & County Arboriculturalist), WSCC's Scoping Opinion was issued on the 29 April 2020.

##### **Public Consultation**

- 2.4 Due to the Covid restrictions it was decided to hold 3 webinars via Zoom. The first webinar was publicised via Loxwood Parish Council from the 27 July onwards and held on the 25 August 2020. 103 people registered for the webinar and 56 of those attended. All 103 people received the slides by email along with a link to the Zoom cloud recording.

- 2.5 On the 1 September 2020, the second webinar was publicised by email to Loxwood Parish Council and the 103 people who registered for the first webinar. The webinar was also publicised in the September and October editions of the St Nicholas Alfold and St John the Baptist Loxwood Parish News. In addition, 7,379 leaflets were delivered to private addresses in the RH12 3 and RH14 0 post code areas. The 2<sup>nd</sup> webinar took place on the 27 October 2020. 189 people registered for the 2<sup>nd</sup> webinar and 100 of these actually logged in to attend the webinar. After the webinar had finished, the slides were issued to 197 people by email, along with a link to the Zoom cloud recording and a link to register for the 3<sup>rd</sup> and final webinar on the 14 December 2020.
- 2.6 Of the 197 people who received the invite to the 3<sup>rd</sup> webinar, 93 of these and 20 additional people registered for the 3<sup>rd</sup> webinar. Out of the 113 people who registered, 81 actually logged in to attend the 3<sup>rd</sup> webinar on the 14 December 2020. After the webinar had finished, the slides were issued by email to all of the 260 people who had registered for one or more of the 3 webinars. Furthermore, the webinar Q&A file was circulated to all 260 people on the 7 January 2021. People attending the 2<sup>nd</sup> and 3<sup>rd</sup> webinar were able to vote online for any preferred options during those webinars.
- 2.7 The emails and attachments, including the webinar slides and recording links, are presented at Appendix A. The parish magazine, publicity leaflet and tracked leaflet distribution records are shown at Appendix B. The webinar stats, online poll results and Q&A files are shown at Appendix C. Documents were also made available from Loxwood Clay Pits Ltd's website – [www.loxwoodclaypits.co.uk](http://www.loxwoodclaypits.co.uk)
- 2.8 The Non-Technical Summary was issued by email to all 260 people who registered for one or more of the webinars, when the planning application was submitted.

### **3. Conclusions**

- 3.1 Consultation with the general public and stakeholders has been undertaken since February 2019. The consultation process generated a number of comments and queries that were addressed during the design process e.g., access route to the site, width of Loxwood Road from the junction with the B2133 to the junction with the A281, and the scale of the proposed development. WSCC Highways were also consulted, and a Stage 1 Road Safety Audit was carried out. These issues have been addressed in the Environmental Statement.
- 3.2 Local engagement with all stakeholders and the public will continue during the life of the project. This continued engagement will ensure that stakeholders and the general public are aware of the progression of the works so that any issues can be promptly addressed by Loxwood Clay Pits Ltd.

APPENDIX A

## Chris Williamson

---

**From:** Chris Williamson  
**Sent:** 26 August 2020 12:43  
**To:** Chris Williamson  
**Subject:** Loxwood Clay Pits Intro Webinar - 5pm 25th August 2020  
**Attachments:** LCP Intro Webinar\_FINAL.pdf

Hi Everyone,

This email has been sent to 100 people who registered for the webinar and the 3 who attempted to register after the webinar had started.

The webinar was first announced on the 27<sup>th</sup> July and 53 of you registered within the remaining 4 days of that month, with a further 28 registering up to the end of last week and the remaining 19 during the last 2 days. Out of the 100 of you who successfully registered, 56 of you attended for all or part of the webinar yesterday, which lasted for 1 hour 37 minutes, including the Q&A session at the end. The recording of the webinar can be viewed from the following link. There are 2 short clips at the beginning, that lead into the main clip. The voice over internet protocol automatically pauses the recording when there is no audio detected, hence the short clips between pauses at the beginning. One will automatically play after the other:

[https://zoom.us/rec/share/yNBHJuzS2DhJWrPV2nPDSK5-BKvqX6a8gCMe\\_6ENxEtNbDKg\\_FnrZCb9x5EV5I4V](https://zoom.us/rec/share/yNBHJuzS2DhJWrPV2nPDSK5-BKvqX6a8gCMe_6ENxEtNbDKg_FnrZCb9x5EV5I4V)

For the 47 of you that were not able to attend the webinar and do not wish to view the recording, the attached slides provide a useful summary. If anything in the slides is not clear, you can fast forward through the recording to pick up the narrative at that part of the presentation.

Regards

Chris Williamson  
Director  
ProTreat Limited  
T: 01952 306352  
M: 07576 958088



E: [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)

W: [www.protreat.co.uk](http://www.protreat.co.uk) and [www.environmentalconsultant.uk.com](http://www.environmentalconsultant.uk.com)

This message contains confidential information and is only intended for the named recipient. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this email by mistake and delete this e-mail from your system. Although the company has taken reasonable precautions to ensure no viruses are present in this e-mail, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.



## Chris Williamson

---

**From:** Chris Williamson  
**Sent:** 01 September 2020 15:44  
**To:** Chris Williamson  
**Subject:** Loxwood Clay Pits Limited - 2nd Webinar

Hi Everyone,

The next webinar has now been arranged for Tuesday 27<sup>th</sup> October at 5pm.

Should you wish to register for this webinar, please use the following html link or scan the QR Code using your smartphone or tablet camera. Unfortunately, some people who registered for the last webinar shared their registration link, resulting in some multiple log ins and one 'anonymous' attendee. Therefore, additional steps have now been taken to authenticate all registrants:

When: Oct 27, 2020 05:00 PM London  
Topic: Loxwood Clay Pits 2nd Webinar

Register in advance for this webinar:  
[https://zoom.us/webinar/register/WN\\_EALLvwJISASgGqIj5FJk5g](https://zoom.us/webinar/register/WN_EALLvwJISASgGqIj5FJk5g)



After registering, you will receive a confirmation email containing information about joining the webinar.

Everyone who registers for the next webinar will receive a file containing our answers to all of the written questions that were raised during the Q&A session in last week's webinar. This will be issued before the 20<sup>th</sup> October. The next webinar will focus on the key issues arising from those questions, the conclusions from our survey of 5kms of Loxwood Road / Station Road from the junction with the B2133 to the junction with the A281, and the results of our PROW survey.

The third and final webinar will be arranged for the 15<sup>th</sup> December 2020.

Regards

Chris Williamson  
Director  
ProTreat Limited  
T: 01952 306352  
M: 07576 958088



E: [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)  
W: [www.protreat.co.uk](http://www.protreat.co.uk) and [www.environmentalconsultant.uk.com](http://www.environmentalconsultant.uk.com)

This message contains confidential information and is only intended for the named recipient. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this email by mistake and delete this e-mail from your system. Although the company has taken reasonable precautions to ensure no viruses are present in this e-mail, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.

## Chris Williamson

---

**From:** Chris Williamson  
**Sent:** 29 October 2020 10:09  
**To:** Chris Williamson  
**Subject:** Loxwood Clay Pits Webinar Recording and Next Webinar  
**Attachments:** LCP 2ND WEBINAR.pdf; Registered waste exemptions within 5km of RH14 ORW.pdf; Rudgwick-Brickworks-Scoping-Opinion-12Jul18-final.pdf; Appeal Decision - 27 Feb 2020 (1).pdf; 97035034396 - Poll Report (1).xlsx

Hi Everyone,

This email has been sent to the 189 people who successfully registered for the webinar on the 27<sup>th</sup> October plus those who registered but then cancelled their registration, and those who failed to register before 4pm that day. In total, 95 people attended the webinar with video access and 5 attended using phone or computer audio only. However, some of you only remained logged in for 10 to 40 minutes and so the attendance peaked at 91 people. The webinar slides are attached and the link to the recording is shown below:

<https://zoom.us/rec/share/7EP0elGuCWkFBmSF0XgHigkRKvBVp2YO3vSDPCCko-BBays7pDOxWlaL-vkb34Qo.HDgqBzUTbCQil8Wg>

Other documents referred to during the webinar are also attached.

The live poll results that were shown on screen during the webinar, are not visible from the recording. Therefore, the results are attached.

Registration for the webinar at 5pm on the 27<sup>th</sup> October, remained open from the 1<sup>st</sup> September until 4pm on the 27<sup>th</sup> October. There were 8 people who attempted to register after 4pm on the 27<sup>th</sup> and there were 12 people who tried to register again after the webinar had started even though their registration had previously been approved before the 27<sup>th</sup> October. There were 11 people who emailed me after the 27<sup>th</sup> to say they had not been able to log in for the webinar but they had not registered for the webinar. Zoom; dates and time stamps when anyone applies for registration, when that registration is approved and when that registrant actually logs in and out of the webinar. If anyone forgets they have registered and tries to register again using the same email address, they may receive an auto reply email from zoom informing them their registration is pending but if they have previously been approved, the approval process will not be repeated. Therefore, it is important that anyone who registers keeps a record of their registration. As a fail safe mechanism, all approved registrants are sent an automatic reminder 1 week, 1 day and 1 hour before the webinar start time. Likewise, those who do register but do not attend, are sent an absentee email after the webinar has finished. This then prompts some to email to ask for the recording and some even claim they tried to log in but could not log in. Zoom records evidence to show whether this is in fact the case. Zoom also shows whether someone's connection fails and they re-connect or then try to log in using a different device. Zoom's GDPR privacy statement is available from the following link:

<https://zoom.us/gdpr> see also

<https://zoom.us/privacy/>

The lists of registrants and attendees will be used as evidence that zoom webinars have been used for the pre-application community consultation process and referred to in the planning application. Details will be made available to West Sussex County Council on request. Should any of you object to this you should update your zoom privacy settings prior to the next webinar.

**The next webinar will take place at 6pm on the 15<sup>th</sup> December 2020**, please register using the following link:

Topic: Loxwood Clay Pits Third and Final Webinar

Register in advance for this webinar:

[https://zoom.us/webinar/register/WN\\_F-0NdG0qRPODrvksIEH8bg](https://zoom.us/webinar/register/WN_F-0NdG0qRPODrvksIEH8bg)

**NB: REGISTRATION WILL CLOSE AT 5PM ON 14<sup>TH</sup> DECEMBER**

When your registration has been approved, you will receive a reminder 1 week, 1 day and 1 hour before the start of the webinar. Note: one registration = one device log in, you will not be able to log in using multiple devices. NO REGISTRATION REMINDERS WILL BE ISSUED BEFORE THE 15<sup>TH</sup> DECEMBER.

Regards

Chris Williamson  
Director  
ProTreat Limited  
T: 01952 306352  
M: 07576 958088



E: [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)

W: [www.protreat.co.uk](http://www.protreat.co.uk) and [www.environmentalconsultant.uk.com](http://www.environmentalconsultant.uk.com)

This message contains confidential information and is only intended for the named recipient. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this email by mistake and delete this e-mail from your system. Although the company has taken reasonable precautions to ensure no viruses are present in this e-mail, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.



## Chris Williamson

---

**From:** Chris Williamson  
**Sent:** 18 December 2020 17:05  
**To:** Chris Williamson  
**Subject:** Loxwood Clay Pits 3rd and Final Webinar Slides and Supporting Documents  
**Attachments:** TOTAL WEBINAR STATS.pdf; LCP 3rd Webinar - FINAL - Dec 2020.pdf; Vehicle Movement scenarios.pdf; LOXWOOD CLAY PITS A VISUAL PORTRAYAL.pdf

Hi Everyone,

This email has been sent to everyone who registered for one or more of the three webinars that have taken place since August this year – see the attached stats sheet for more details.

The slides from the 3<sup>rd</sup> webinar held on Tuesday 15<sup>th</sup> December, are also attached.

The links to the video recordings for all 3 webinars are shown below:

Webinar 1 in August – [https://zoom.us/rec/share/yNBHJuzS2DhJWrPV2nPDSK5-BKvqX6a8gCMe\\_6ENxEtNbDKg\\_FnrZCb9x5EV5I4V](https://zoom.us/rec/share/yNBHJuzS2DhJWrPV2nPDSK5-BKvqX6a8gCMe_6ENxEtNbDKg_FnrZCb9x5EV5I4V)

Webinar 2 in October  
– <https://zoom.us/rec/share/7EP0elGuCWkFBmSF0XgHigkRKvBVp2YO3vSDPCCKo-BBayp7pDOxWlaL-vkb34Qo.HDgqBzUTbCQil8Wg>

Webinar 3 held this week [https://zoom.us/rec/share/1t8-d1GeRXAKf9JrDKUEgn0ZkR3PFLHzpqkL\\_7okd2cXG\\_1288r64MN4g4uJBZh\\_.PSQjURww5zl6Qr5A](https://zoom.us/rec/share/1t8-d1GeRXAKf9JrDKUEgn0ZkR3PFLHzpqkL_7okd2cXG_1288r64MN4g4uJBZh_.PSQjURww5zl6Qr5A)

The full Q&A document for the 3<sup>rd</sup> webinar will be circulated early in January.

However, the majority of the questions raised on Tuesday night, focussed on two key themes:

- The size of the development, i.e. how could this be visualised and if it is so small, how can it be financially viable. See the attached visual portrayal for more answers.
- A breakdown of the 42 vehicle movements per day. As with the two previous webinars, this issue seemed to attract a lot of attention. Therefore, during the webinar, a live poll was conducted to see if those in attendance would prefer to see fewer vehicle movements. Question: "Would you prefer that the waste skip vehicles are plated at max 32-36 tonne Gross Vehicle Weight(GVW) rather than 18 tonne GVW so as to reduce the number of daily vehicle movements from 42 per day to 26 per day?"

60 of the 81 people attending the webinar decided to abstain from the Poll. The remaining 21 people (26%) voted 4 to 1 in favour of maintaining the number of vehicle movements at 42 per day.

The attached document titled "Vehicle Movement Scenarios" explains the Poll choices in more detail.

Regards

Chris Williamson  
Director  
ProTreat Limited  
T: 01952 306352  
M: 07576 958088



E: [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)  
W: [www.protreat.co.uk](http://www.protreat.co.uk) and [www.environmentalconsultant.uk.com](http://www.environmentalconsultant.uk.com)



This message contains confidential information and is only intended for the named recipient. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this email by mistake and delete this e-mail from your system. Although the company has taken reasonable precautions to ensure no viruses are present in this e-mail, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.



## Chris Williamson

---

**From:** Chris Williamson  
**Sent:** 07 January 2021 14:45  
**To:** Chris Williamson  
**Subject:** Loxwood Clay Pits Ltd - 3rd Webinar Q&As  
**Attachments:** TOTAL WEBINAR STATS.pdf; Webinar 3 - QA Response.xlsx

Hi Everyone,

Further to my 18<sup>th</sup> December 2020 email that included 4 attachments and the download links to the recordings for the 3 webinars.

This email has again been sent to everyone who registered for one or more of the three webinars that have taken place since August last year – see the attached stats sheet for more details.

Please now see the attached Q&A file from the 3<sup>rd</sup> webinar. Any further questions can be dealt with by email, but apart from that, the pre-application consultation process has now come to an end.

The answers to the vast majority of the emailed questions received since the 18<sup>th</sup> December, have already been dealt with during the 3 webinars. We note that emailed questions are frequently asked by those who did not attend one or more of the webinars. The recording links should be used when required. For example, for someone who only attended one or two of the webinars, it will not be possible to understand the complete picture with the HGV access route to the layby entrance on Loxwood Road, unless the remaining webinar videos are viewed. Some of this evolved during the consultation process, as those from the Bucks Green area expressed a preference for HGVs to travel to/from the west then south, and those in Loxwood expressed a preference to/from the east. During the last webinar, it should have become clear that the 42 HGV movements per day or 21 in and 21 out, is based on using the smallest vehicles and this could be more than halved if vehicle type 3 was used for all movements in and out. Given the amount of opposition to the number of HGV movements, the results of the live poll came as a big surprise, with the vast majority preferring to maximise the number of vehicle movements.

It is accepted that large numbers of people abstained from the live polls conducted during the 2<sup>nd</sup> and 3<sup>rd</sup> webinars. We have seen this sort of thing many times before. When a planning application is refused and that decision is upheld on appeal, objectors will say they were right not to engage. But, when permission is granted, either at first instance or on appeal, closed mind objectors always regret their decision, realising they missed an opportunity to shape their future. Most people do not like change of course but everyone can decide to ask for change. A recent example of change, being the announcement to close the waste facility at Billingshurst, and the Loxwood petition to save that facility from closure -

<https://www.facebook.com/2526349650740107/posts/4890123991029316/?sfnsn=scwspwa>

As was explained in some detail during the 2<sup>nd</sup> and 3<sup>rd</sup> webinars, there are a number of key technical issues that have to be addressed for a proposed development under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ("EIA"). This technical scope was agreed with West Sussex County Council in April 2019. All of this EIA scope of work has been outsourced by Protreat, on behalf of Loxwood Clay Pits Ltd, to a number of independent experts. As explained during all 3 webinars, this technical scope is shown below:

- Potential landscape and visual effects
- Potential effects on ecology and nature conservation interests
- Potential effects on archaeology and cultural heritage
- Potential effects of noise
- Potential effects on air quality
- Potential effects on the water environment
- Potential effects on soil resources
- Potential effects of traffic
- Other potentially relevant considerations, e.g. aboricultural assessment.

The planning application will now be finalised during the coming months. Once submitted, that application will be subject to the statutory consultation process and if permission is granted, the application and the approval conditions will form the basis of what has been permitted.

The entire application will be available to download via WSCC's planning portal in due course and via Loxwood Clay Pits website. Some of the technical EIA scope documents, may be available from LCP's website before the application is submitted – [www.loxwoodclaypits.co.uk](http://www.loxwoodclaypits.co.uk) Register at LCP's website to obtain that information when it becomes available.

Regards

Chris Williamson  
Director  
ProTreat Limited  
T: 01952 306352  
M: 07576 958088



E: [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)

W: [www.protreat.co.uk](http://www.protreat.co.uk) and [www.environmentalconsultant.uk.com](http://www.environmentalconsultant.uk.com)

This message contains confidential information and is only intended for the named recipient. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this email by mistake and delete this e-mail from your system. Although the company has taken reasonable precautions to ensure no viruses are present in this e-mail, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.



# **LOXWOOD CLAY PITS**

## **COMMUNITY INTRO**


### **WEBINAR**

**25<sup>TH</sup> AUGUST 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:

- ZOOM'S PORTAL CRASHED 1<sup>ST</sup> TIME YESTERDAY – FINGERS X'd
- 34 SLIDE PRESENTATION, MY VIDEO AND ALL AUDIO IS BEING RECORDED. LINK TO THE RECORDING WILL 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 I ACKNOWLEDGE YOUR QUESTION
- OR YOU CAN TYPE A QUESTION AND I COULD VERBALLY ANSWER OR EMAIL YOU A REPLY AFTER THE WEBINAR
- IF NECESSARY MINIMISE MY 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

- 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

# DEMAND FOR CLAY

# DEMAND FOR CLAY aka 'CLAY SHALE'

- PERMITTED DEVELOPMENT RIGHTS COME INTO FORCE IN SEPTEMBER 2020
- EASING OF PLANNING LAWS TO FREE UP NEW HOUSING DEVELOPMENTS (modern brick colours require clay mixing)
- SHORTAGE OF BRICK CLAY IN WEST SUSSEX
- TWO BRICK WORKS ARE UNABLE TO MAINTAIN 25 YEAR RESERVES AS PER NATIONAL POLICY
- ALSO STRONG DEMAND FOR CONCRETE BLOCKS – MADE FROM CEMENT, WHICH NEEDS CLAY
- CLAY ALSO USED FOR ENGINEERED CLAY LININGS & FLOOD DEFENCES
- CLAY RESERVES ARE IN RURAL AREAS, SO DEVELOPMENTS ARE CONTENTIOUS BUT POPULATION DEMANDS PRODUCTS THAT ARE MADE FROM CLAY





## Loxwood Parish Council

VIRTUAL Meeting of the Parish Council for Planning Matters  
to be held at 7.00pm on Monday 6<sup>th</sup> July 2020

### AGENDA

1. Attendance and Apologies for Absence – to receive both apologies and reasons for absence.
2. Declaration of Member's interest – declaration of interests from Councillors on matters to be considered at the meeting.
3. Public Participation – to receive and note questions, comments or representations made by members of the Public.
4. To Consider new Planning Applications:  
**LX/20/01481/FUL** – Land South West Of Guildford Road, Loxwood, West Sussex  
Demolition of existing dwelling and the erection of 50 dwellings to include 35 private units and 15 affordable units, creation of proposed vehicular access, internal roads and footpaths, car parking, sustainable drainage system, open space with associated landscaping and amenity space (resubmission of planning application reference LX/19/01240/FUL).  
**LX/20/01617/OUT** – Land South of Loxwood Farm Place, High Street, Loxwood, West Sussex,  
Outline application with all matters reserved, except for Access (excluding internal estate roads) for the erection of up to 24 no. residential dwellings.  
**LX/20/01203/DOM** – Bluebell Cottage, Guildford Road, Loxwood, RH14 0QW  
Erection of a stable, office and garage block on land to the rear of the existing Bluebell Cottage:  
**LX/20/01194/PA1A** – Oaktree House, Spy Lane, Loxwood, Billingshurst, West Sussex, RH14 0SS  
Single storey extension to the rear (a) rear extension 4.90m (b) maximum height 2.65m (c) height of eaves 0.00m.  
**LX/20/01188/DOM** – Lantern House, Two Ways, Loxwood, Billingshurst, West Sussex, RH14 0SD  
Demolition of garage and erection of single storey annexe.  
**LX/20/01607/LBC** – Pophurst Farm House, Station Road, Loxwood, Billingshurst, West Sussex, RH14 0RW  
Garden store extension to existing garage.



5. To receive a list of recent decisions from Chichester District Council:  
**LX/20/01073/PLD** Mr Renny Smith Old School House Vicarage Hill Loxwood RH14 0RG Extensions and enlargements to dwelling. REFUSE  
**LX/20/00072/FUL** Lapora Estates Limited Lapora Estates Limited Walcot Guildford Road Loxwood RH14 0SB Demolition of existing bungalow and construction of 2 no. semi-detached two storey dwellings. PERMIT  
**LX/20/00966/DOM** Coral House Pond Close Loxwood RH14 0SH Detached double garage and home office. PERMIT  
**LX/20/01154/DOM** 14 Nicholsfield Loxwood RH14 0SP Single storey rear extension and front enclosed porch extension. PERMIT
6. Any other matters.
7. Date for next meeting: MONDAY 7<sup>th</sup> September 2020 is the next scheduled meeting but an earlier meeting will be called if necessary on 3<sup>rd</sup> August 2020.

Example of clay demand – Loxwood Parish Council planning meeting 6/7/20:

- 4 applications for 77 new build houses
- 7 applications for extensions

# **DEMAND FOR WASTE RECOVERY**

# DEMAND FOR WASTE RECOVERY

- GOVERNMENT TO INTRODUCE CIRCULAR ECONOMY LEGISLATION
- UK CURRENTLY EXPORTS 10,000 TONNES/DAY OF WASTE TO EU COUNTRIES
- WSCC LOCAL WASTE PLAN REVIEW IN 2019 DID NOT CONSIDER THE IMPACT OF BREXIT
- WASTE SITES IDENTIFIED IN THE LOCAL WASTE PLAN HAVE NOT BEEN DEVELOPED **BUT** LOTS OF EXEMPT SITES WITHOUT PP
- RECYCLING MATERIALS FROM **NON-HAZARDOUS** WASTE SUCH AS CONSTRUCTION & DEMOLITION WASTE (C&D) MAKES SENSE, e.g. metals, plastic & aggregates (**NOT a Black Bag** waste facility)
- RECOVERING INERT C&D MATERIALS FOR CLAY PIT RESTORATION PROVIDES A LOWER CARBON FOOTPRINT THAN PROCESSING WASTE ELSEWHERE AND IMPORTING THOSE MATERIALS FOR RESTORATION OR USING VIRGIN MATERIALS INSTEAD

## Examples of unpermitted waste facilities

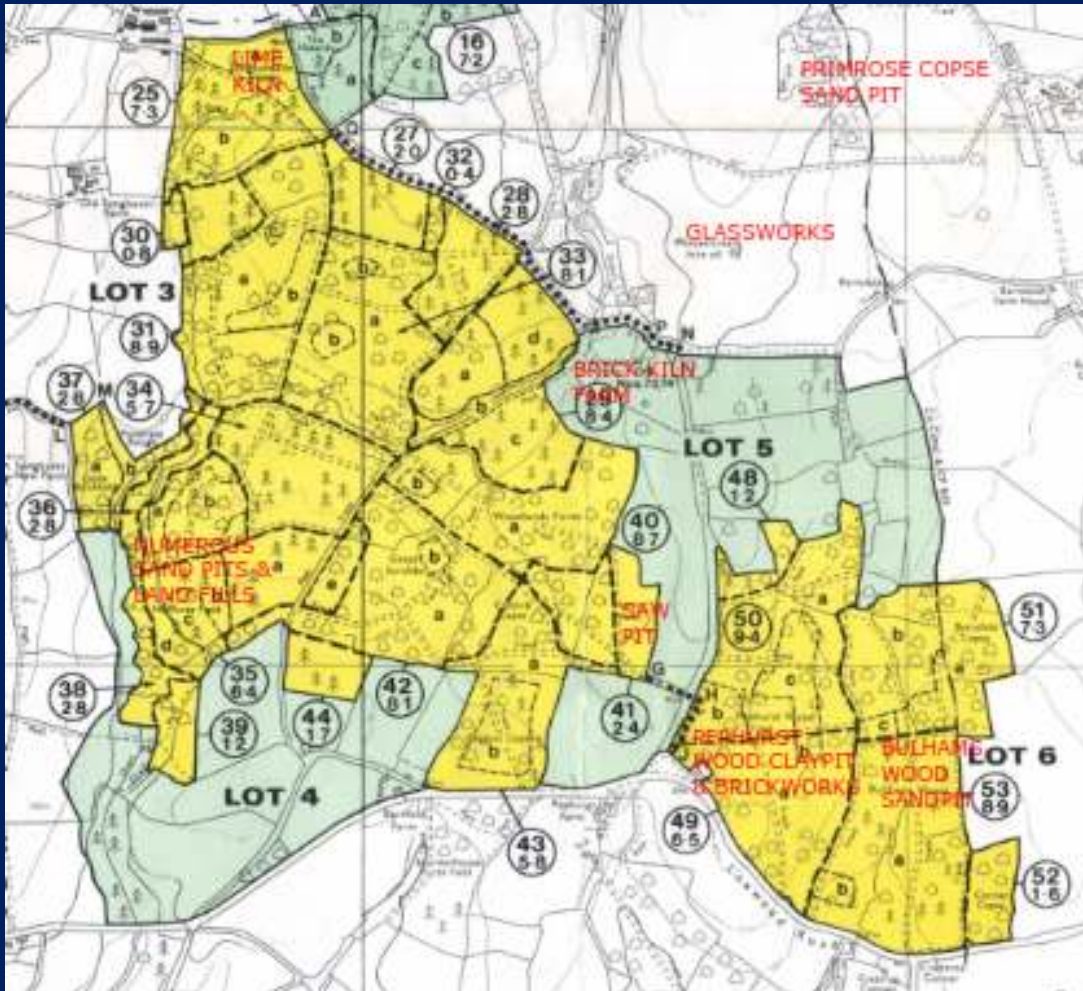
- An '**unpermitted**' waste facility is a waste activity that is registered with the EA as being exempt
- However, the need for planning permission may still apply, which the EA do not normally check
- 73 registered exemptions within a 3-mile radius of LCP's site with **7 registered within 1 mile**
- These registered exemptions allow storage of up to 50,000 tonnes of untreated waste with an annual throughput of up to 50,000 tonnes at just one location and include construction and demolition waste, **which is twice the capacity being sought by LCP**

# **RECENT SITE HISTORY & PROJECT CHRONOLOGY**

# RECENT SITE HISTORY

- Part of the former Pallinghurst Estate
- 300 acres of Loxwood woodland owned by owner of Loxwood Clay Pits Ltd (LCP) for 30+ years
- Only a small proportion of the western woodland is ancient
- The land has a history of clay extraction and brick manufacture that is more recent than the ancient woodland. History proves that both can co-exist in perfect harmony.
- The new access route will be the former Pallinghurst Estate road, which dates back to 1830

# Loxwood Clay Pits land – former uses



HISTORIC USES PRESENT FOR MORE THAN 100 YEARS FROM 1840 ONWARDS:

- SAND PITS
- CLAY PITS
- LIME KILN
- BRICK WORKS
- GLASSWORKS

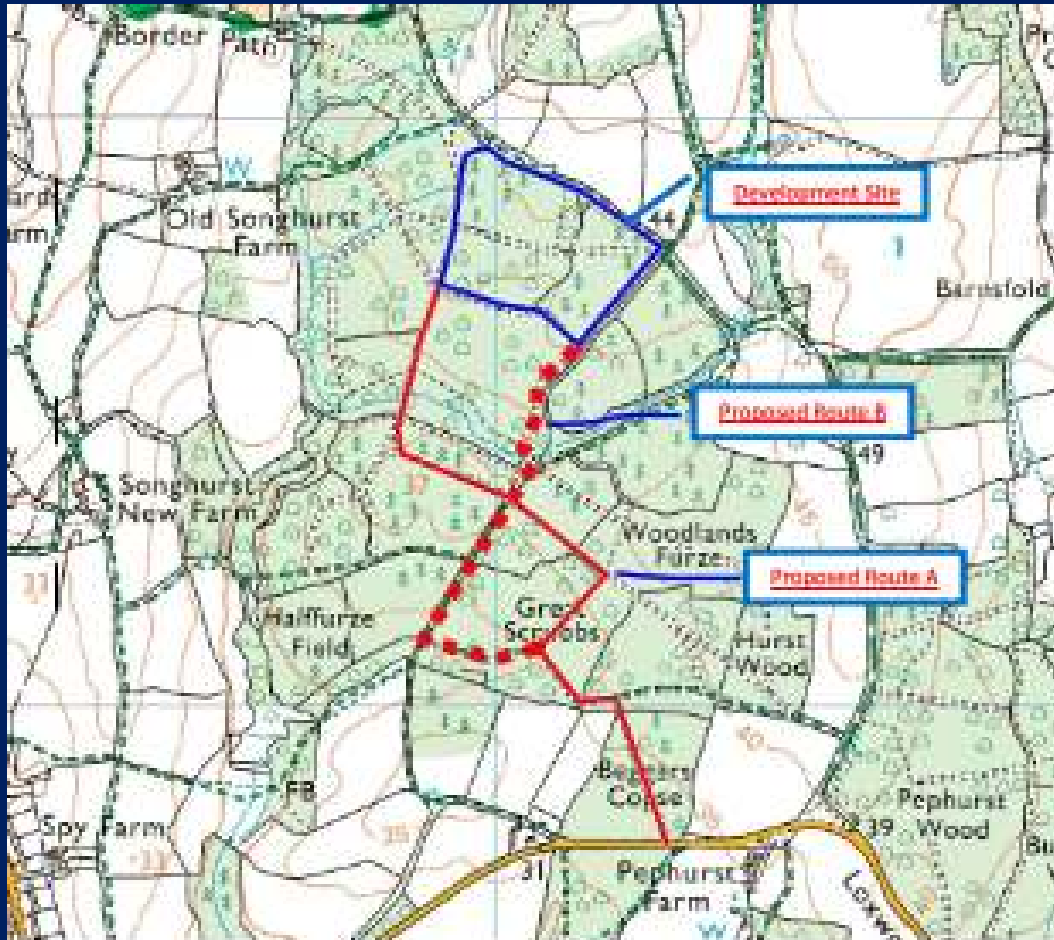
THE LAYBY ON LOXWOOD ROAD USED TO BE A CLAYPIT

# PROJECT CHRONOLOGY

- November 2016 – Feasibility Study
- February 2017 – Desk Top Phase I Ground Investigation
- July 2017 – Phase II Ground Investigation Boreholes
- Oct 2017 – Clay analysis and brick firing trials
- 2018 – Planning policies review process
- Jan 2019 – WSCC Pre-application advice
- Jan 2020 – EIA Scoping Report
- Feb/March 2020 – Consultee Responses
- April 2020 – WSCC EIA Scoping Opinion



# LOXWOOD PARISH COUNCIL RESPONSE



MAIN CONCERNS RELATED TO THE PROPOSED ACCESS ROUTES FROM LOXWOOD ROAD TO DEVELOPMENT SITE:

1. IMPACT ON PROWs
2. ACCESS THROUGH BEGGARS COPSE & ANCIENT WOODLAND
3. SUITABILITY OF WOODLAND TRACKS FOR HGVs
4. SAFETY FOR WALKERS WHO STRAY FROM THE PROW

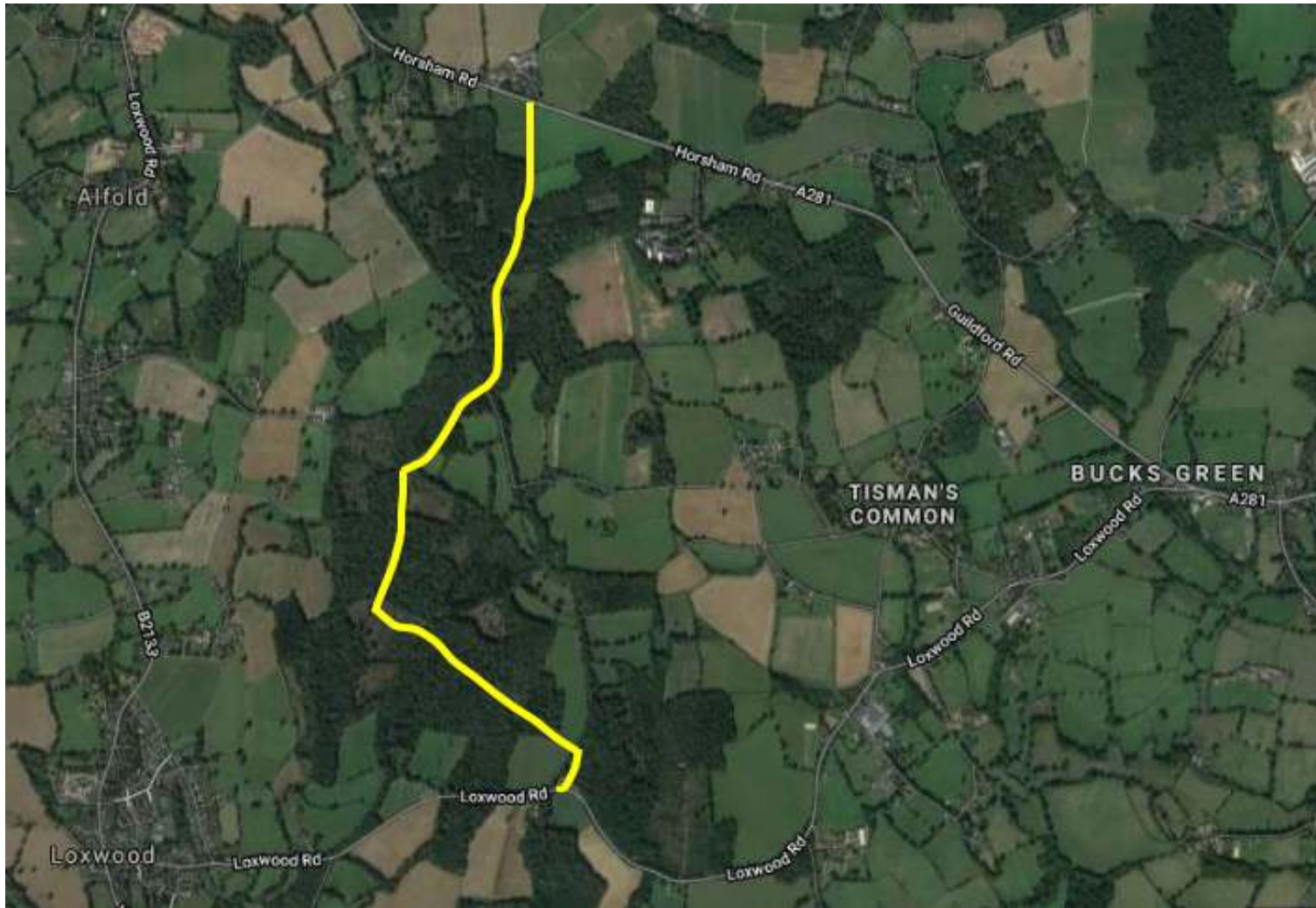
**THEREFORE, DECISION TAKEN TO SCRAP THE ACCESS FROM BEGGARS COPSE**

# **SITE LOCATION, ACCESS ROUTE & TRAFFIC STUDY**



**300 ACRES OF LAND OWNED  
BY LCP SHOWN EDGED IN RED  
- FIRST SOLD IN 1959 FROM  
THE BREAK-UP OF 1,811 ACRES  
THAT WAS THE PALLINGHURST  
ESTATE**

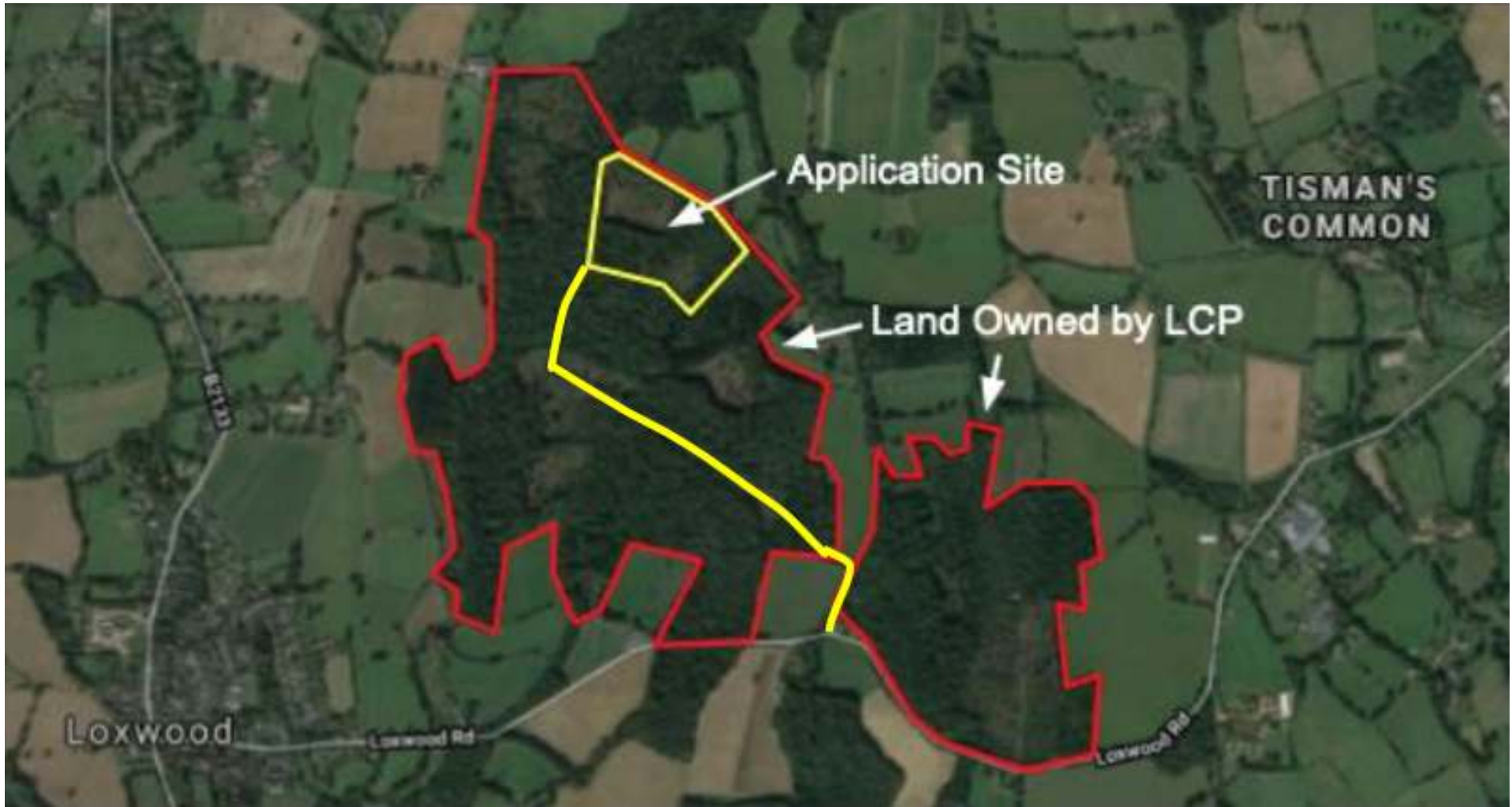
**ESTATE ROAD SINCE 1830**



## **REVISED ACCESS**

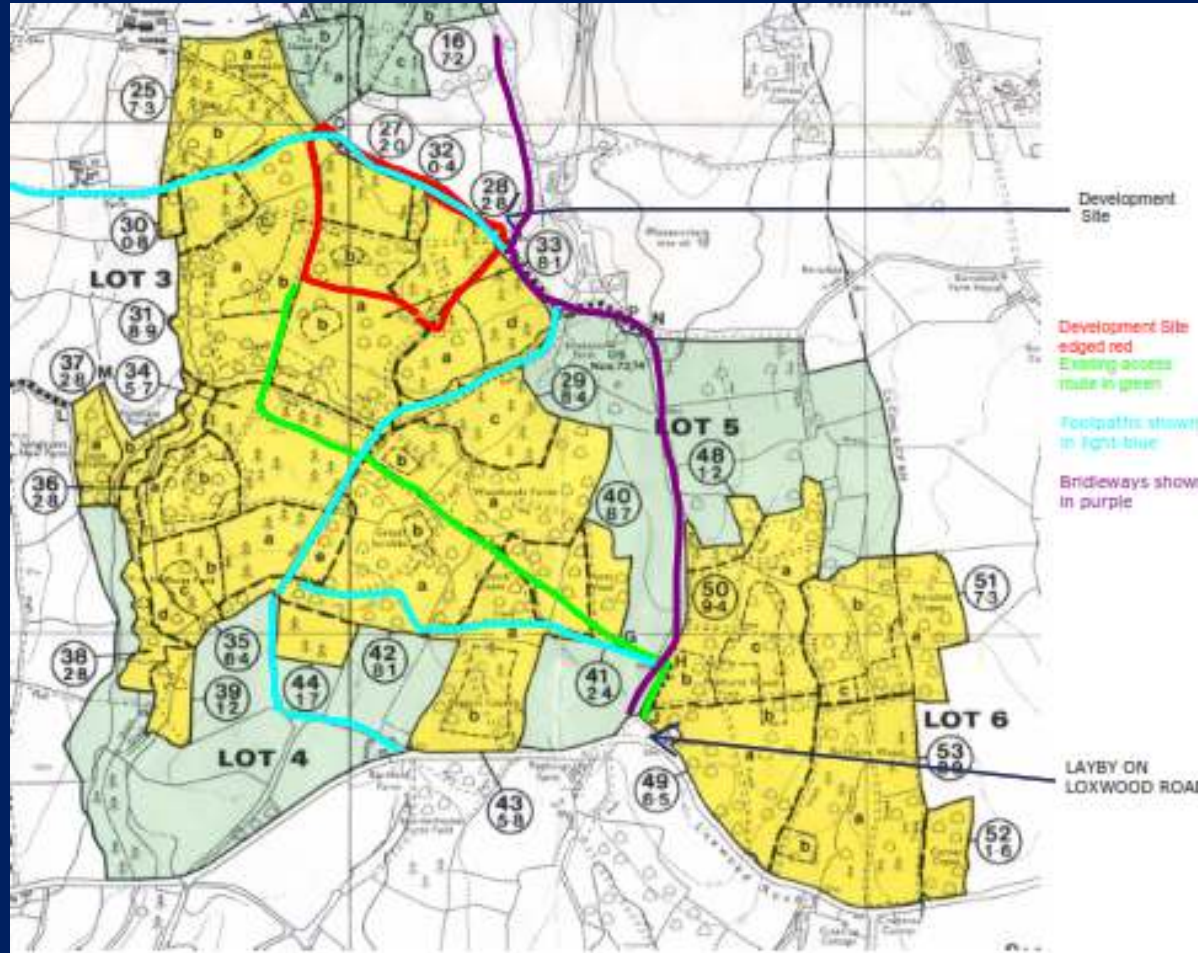
**FORMER  
PALLINGHURST  
ESTATE ROAD  
CONNECTING  
A281 GUILDFORD  
- HORSHAM ROAD  
to LOXWOOD ROAD**





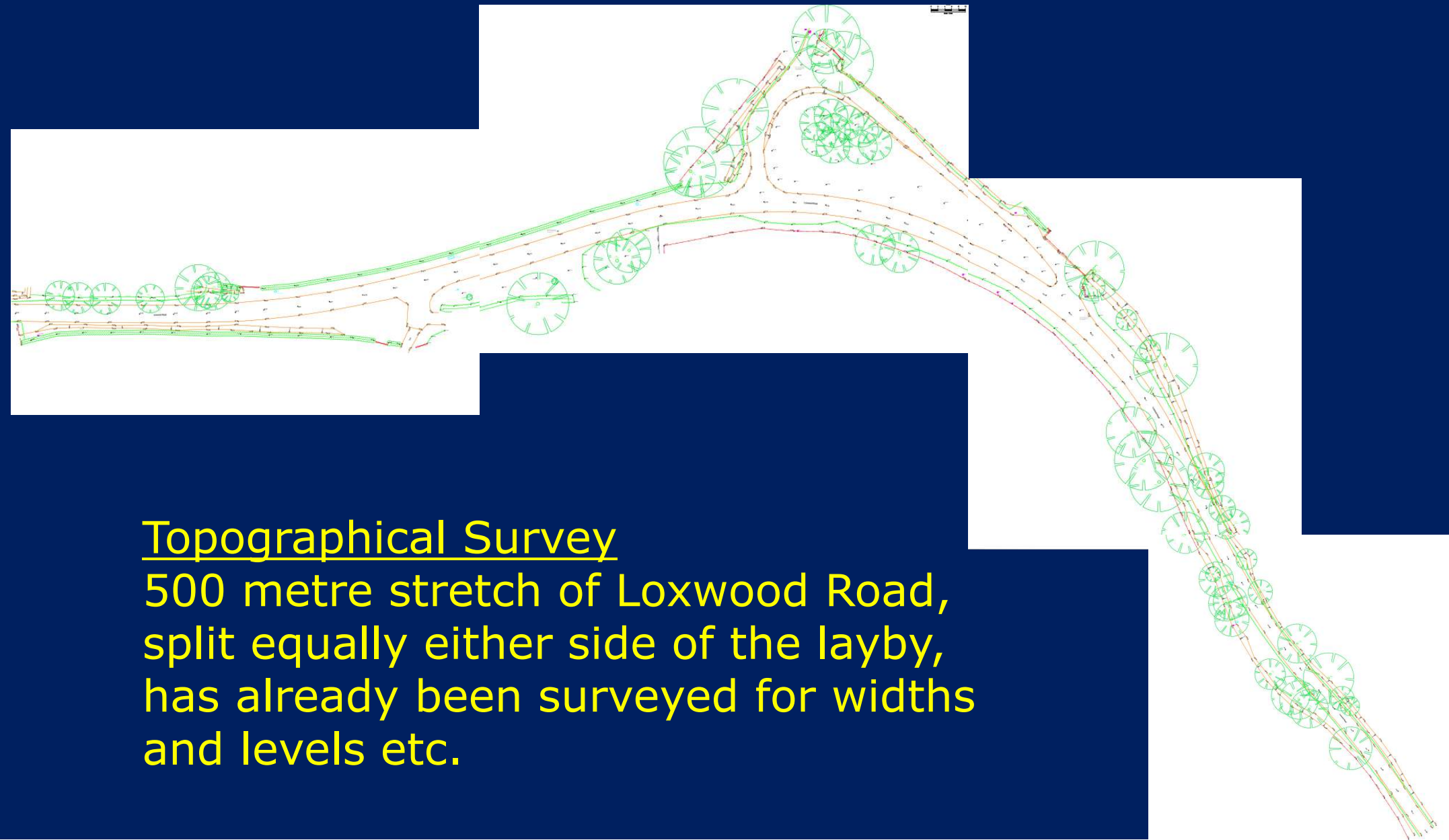
**FORMER PALLINGHURST ESTATE ROAD CONNECTS THE SITE TO LOXWOOD ROAD**

# SITE, ACCESS ROUTE & PROWS



## Topographical Survey

500 metre stretch of Loxwood Road,  
split equally either side of the layby,  
has already been surveyed for widths  
and levels etc.

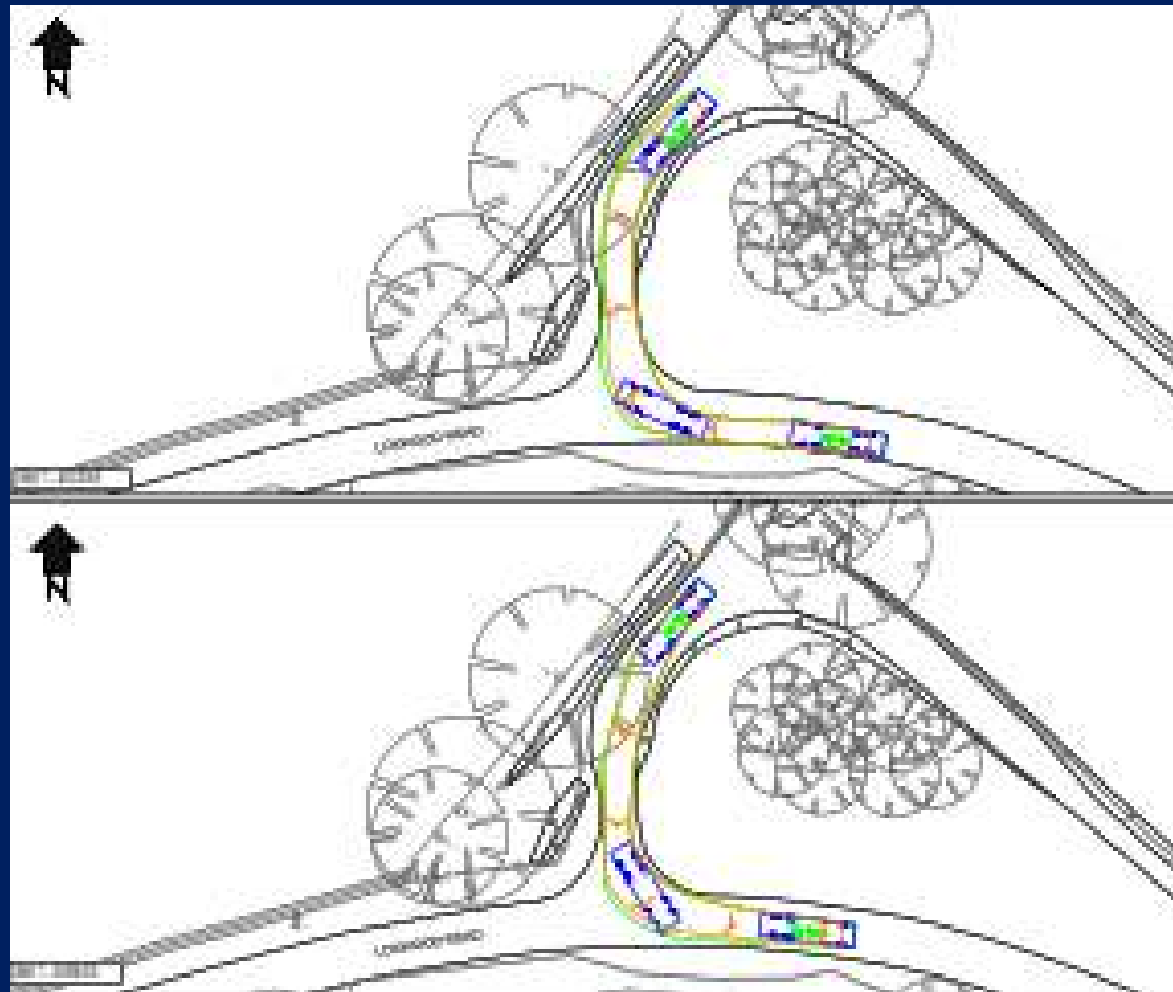


# ACCESS & EGRESS – DRAWBAR TRAILER

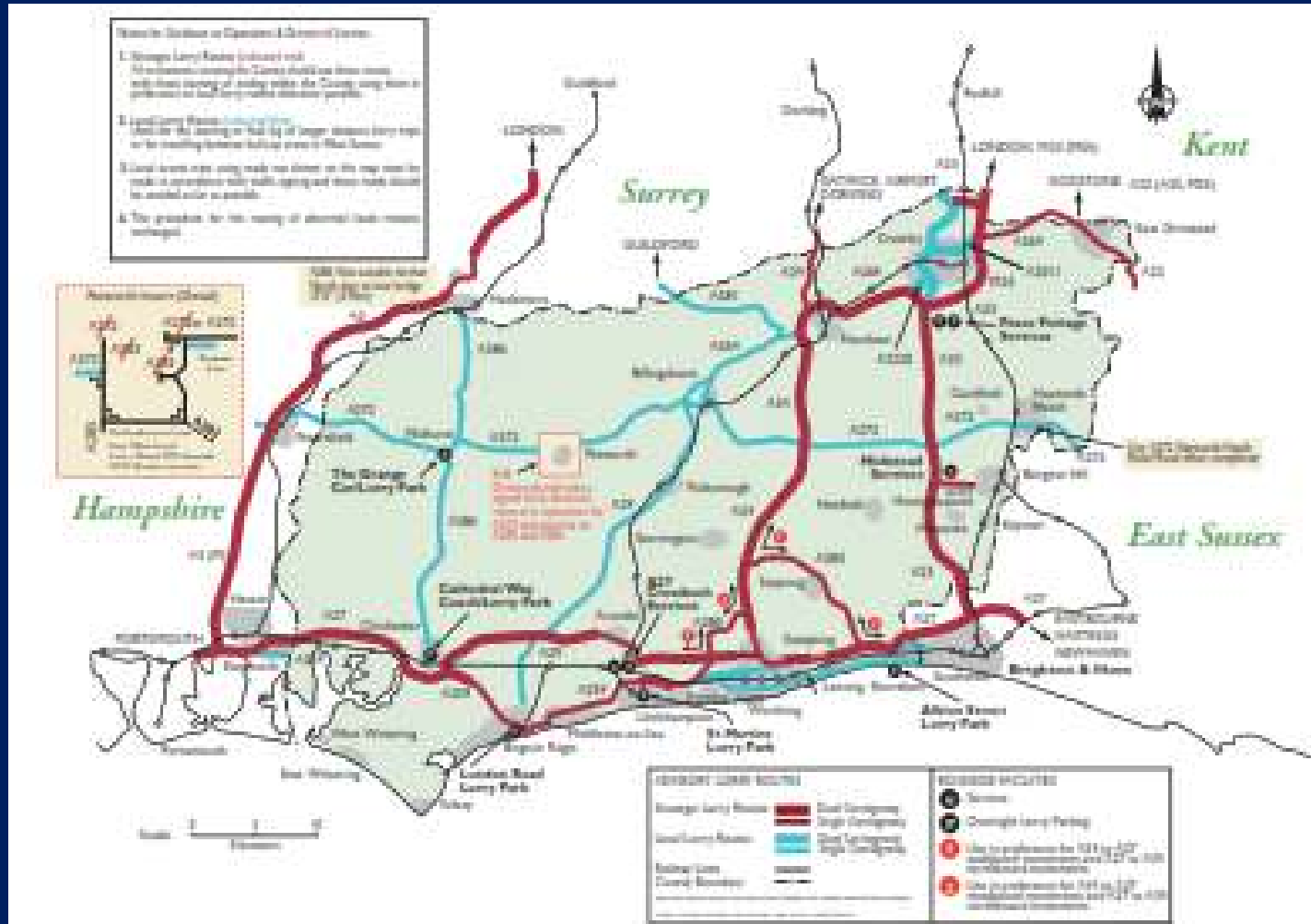




# ACCESS & EGRESS – 8 WHEELER RIGID



# LOCAL LORRY ROUTE NETWORK



# PROPOSED VEHICLE MOVEMENTS – based on Monday to Friday

- CLAY OUTPUT – 50 tonnes/day = 2.5 x 20 tne loads = 5 movements (empty IN / full OUT)
- WASTE INPUT – 100 tonnes/day = 16 x 6yd/8yd skip loads = 32 movements (16 full IN / 16 empty OUT)
- WASTE OUTPUT – 50 tonnes/day = 2.5 x 20 tne loads = 5 movements (full OUT / empty IN)

**TOTAL = 21 LOADS/DAY = 42 MOVEMENTS**

16 x 18 TNE GVW AND 5 x 32 TNE GVW

# LOXWOOD ROAD TRAFFIC STUDY



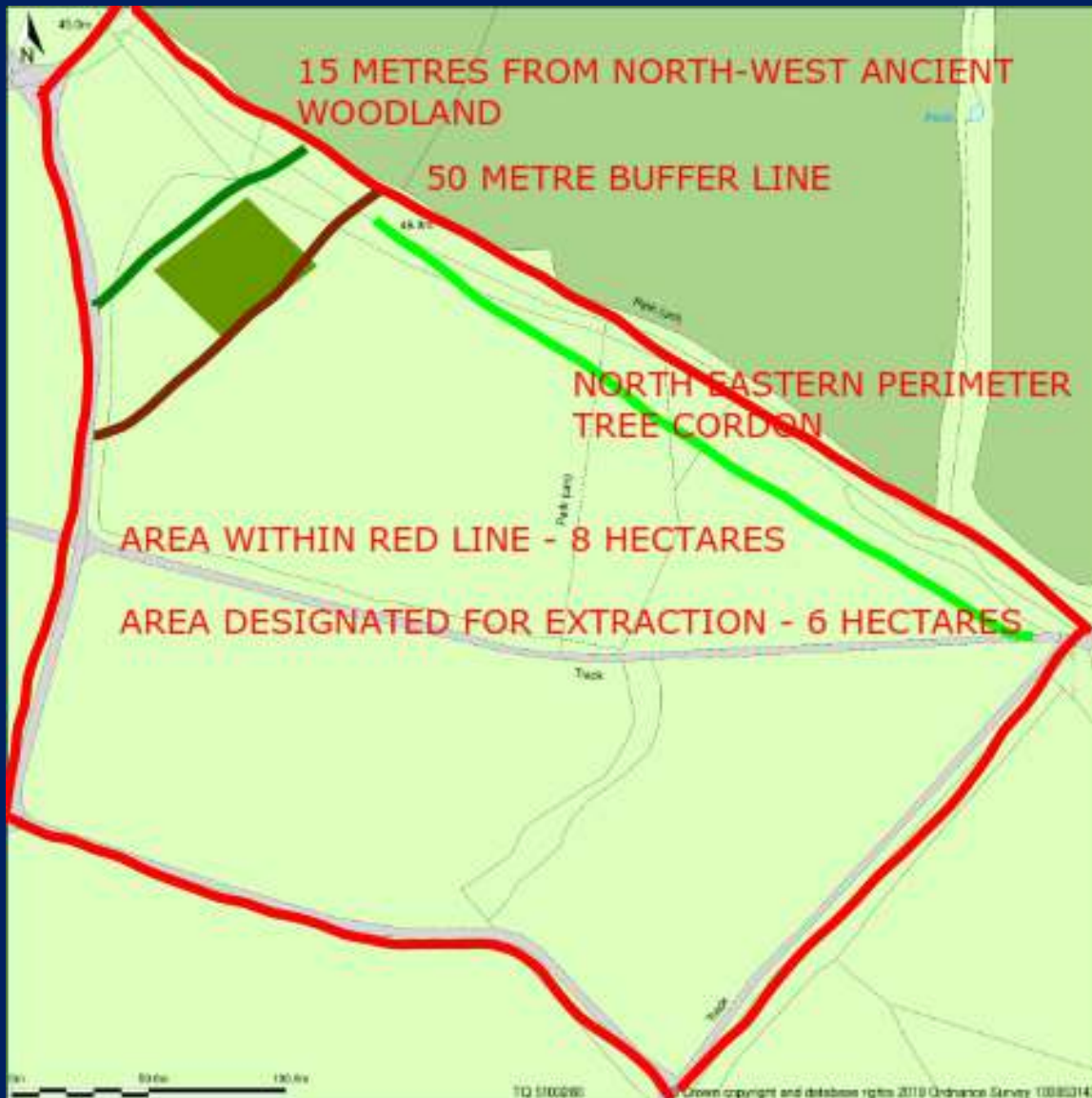
- Two HGVs may safely pass at speed
- Until very recently, no recorded accidents between layby and A281 junction in the last 5 years
- Lorry Routing Agreement will be in place avoiding Loxwood
- Currently 1825 vehicles/day (probably higher pre Covid)
- Circa. 3% increase in traffic which is not material

# SITE HGV TRAFFIC – *IN CONTEXT*

- Circa 200 woodland truck miles per week
- Equivalent to less than 1 Farm Tractor
- HGV weight limit equivalent to Farm Tractor
- Many Farm Tractors wider than HGVs
- HGVs use road diesel to BS EN 590+A1:2017
- Farm tractors use red diesel to BS 2869 Class A2
- Road diesel has a higher cetane value, which means it has a shorter ignition delay and, therefore, burns more efficiently & cleaner than farm tractor diesel

# **CLAY PIT DEVELOPMENT SITE**





- SMALL SCALE OPERATION
- EXTRACTION MORE THAN 50 METRES FROM ANCIENT WOODLAND
- PROGRESSIVE RESTORATION SO WIP EXTRACTION AREA LIMITED TO LESS 0.2 HECTARES = 0.5 ACRES (1/4 football pitch)
- WASTE PROCESSING INSIDE A BUILDING WITH DUST EXTRACTION AND ABATEMENT – BEST AVAILABLE TECHNIQUES (BAT)
- NOISE ABATEMENT – BAT
- WHEELWASH BEFORE EXITING SITE



# **ONGOING SURVEY WORK**

# ONGOING WORK

- Ecological surveys:
  - Botanical (complete), Great Crested Newt (complete), Breeding Birds (complete), Roosting Bats (complete), Bat Activity, Dormouse, Reptiles, Invertebrates, Badgers, Wintering Birds.
- Ecological Impact Assessment
- Construction Ecological Management Plan
- Biodiversity Net Gain
- Landscape & Visual Impact Assessment
- Soil (complete)
- Archaeological / Cultural Survey
- Noise Survey & Assessment
- Groundwater / Hydrology Survey & Assessment
- Flood Risk Assessment
- Aboricultural Survey

# NEXT STEPS

# 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) WILL BE LAUNCHED AND UPDATED - INFO POSTED ON THAT SITE
- NEXT COMMUNITY WEBINAR TO BE ARRANGED FOR LATE OCTOBER

# Q&A SESSION

# **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

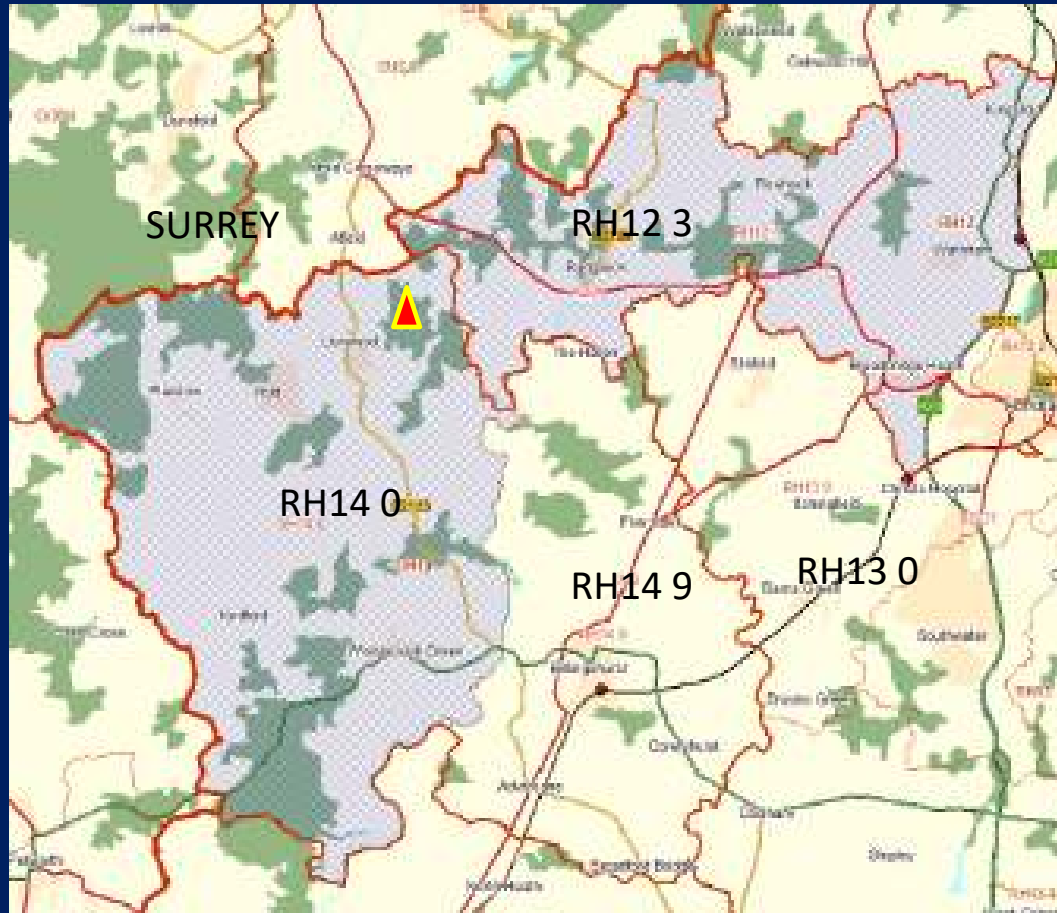
## 1<sup>ST</sup> INTRO WEBINAR – 25<sup>TH</sup> AUGUST 2020

- 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, ? 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

St Nicholas Alföld and St John the Baptist Loxwood

PARISH NEWS

One Church committed to Christ and our communities

September 2020

80 pence

[www.alflox.org](http://www.alflox.org)

**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\\_EALLvwJISA6gGqj0FJk0g](https://zoom.us/webinar/register/WN_EALLvwJISA6gGqj0FJk0g)

QR 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

**LOXWOOD CLAY PITS LTD**  
**COMMUNITY WEBINARS**

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 two side-by-side screenshots. The left screenshot is a Trustpilot profile for Change.org, and the right screenshot is a change.org petition sign-up form.

**Trustpilot Profile for Change.org:**

- Company: Change.org
- Reviews: 181 • Bad
- Rating: 1.2 (1 star out of 5)
- Website: www.change.org
- Review filters: Rating (up arrow), English (down arrow)
- Review distribution table:

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

**change.org Sign-up Form:**

- Form fields: First name, Last name, Email, Country (United Kingdom)
- Options:  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.
- Buttons: [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

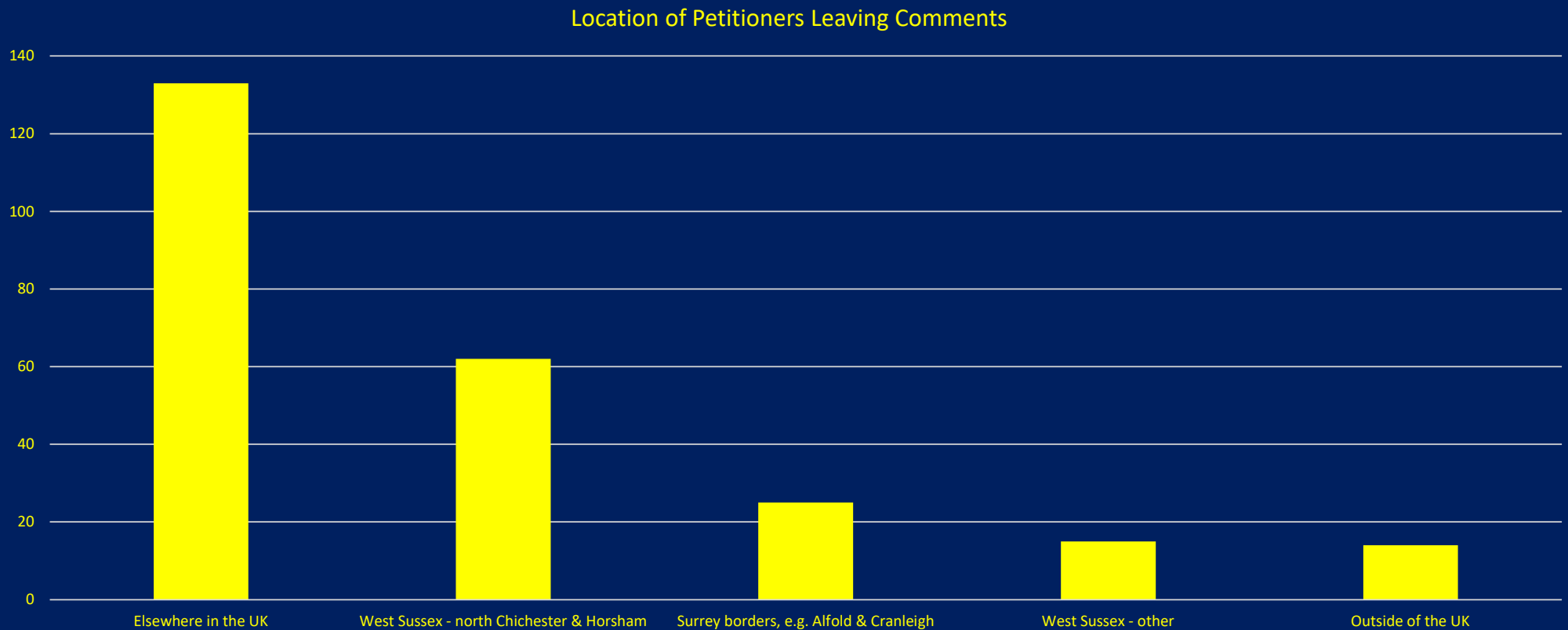
# CHANGE.ORG – how to buy signatures & how to check petitioner locations

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

- Post an update:** A red button at the top right of the main content area.
- Full supporter list:** A section on the left with the heading "Full supporter list" and 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.
- Notification:** A green box below the "Get list" button stating: "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 heading "Show more people your petition" and 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 "Petition checklist" and a card that says "Add your profile photo" with the subtext "People are more likely to support petitions when they know it's from a real person" and a right-pointing chevron icon.



# LOCATION OF 249 PETITIONERS LEAVING COMMENTS



# EXTRAPOLATION TO 4,353 PETITIONERS

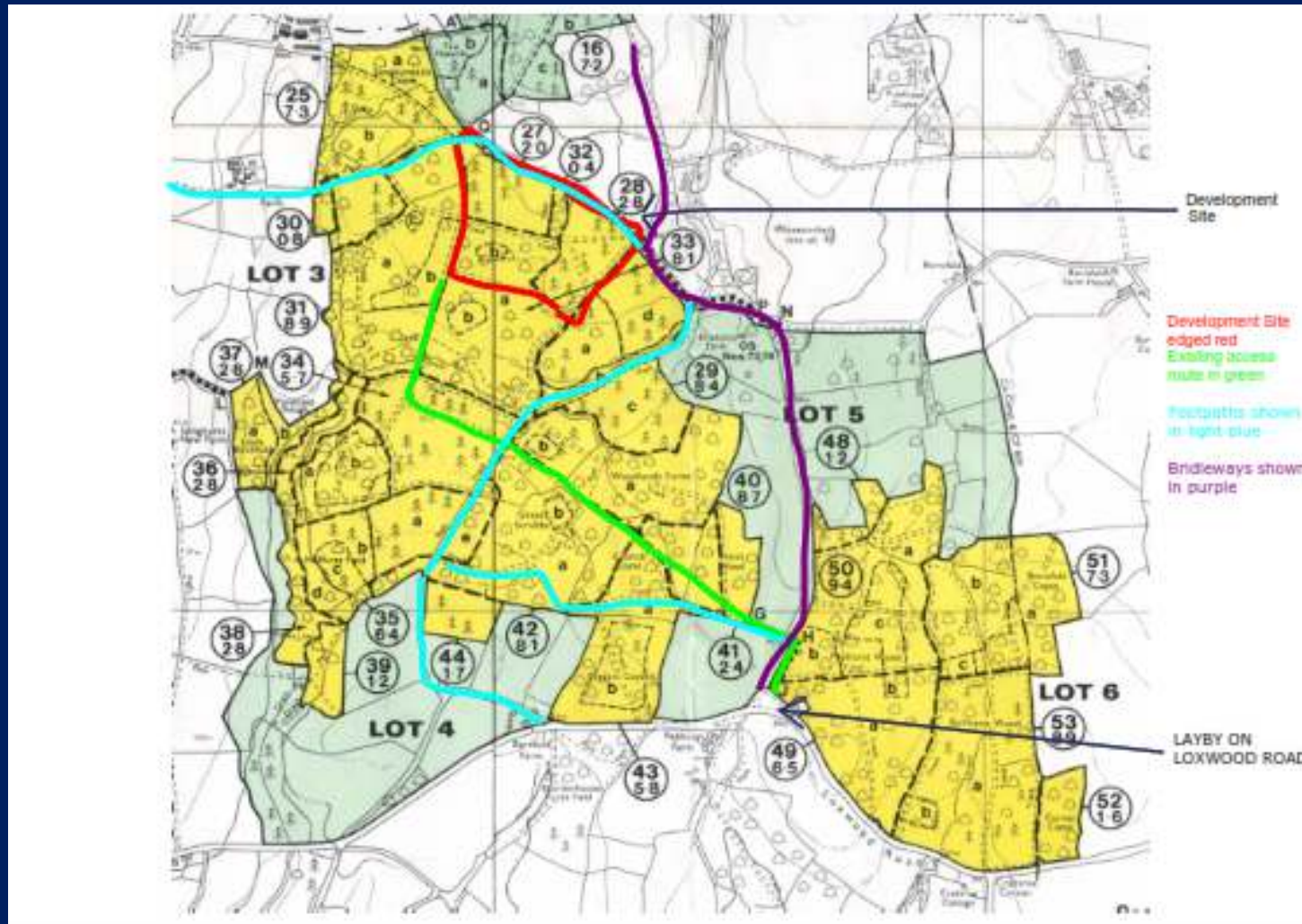
	% of Total
Elsewhere in the UK	53.4%
West Sussex - north Chichester & Horsham	24.9%
Surrey borders, e.g. Alfold & Cranleigh	10.0%
West Sussex - other	6.0%
Outside of the UK	5.6%

## **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



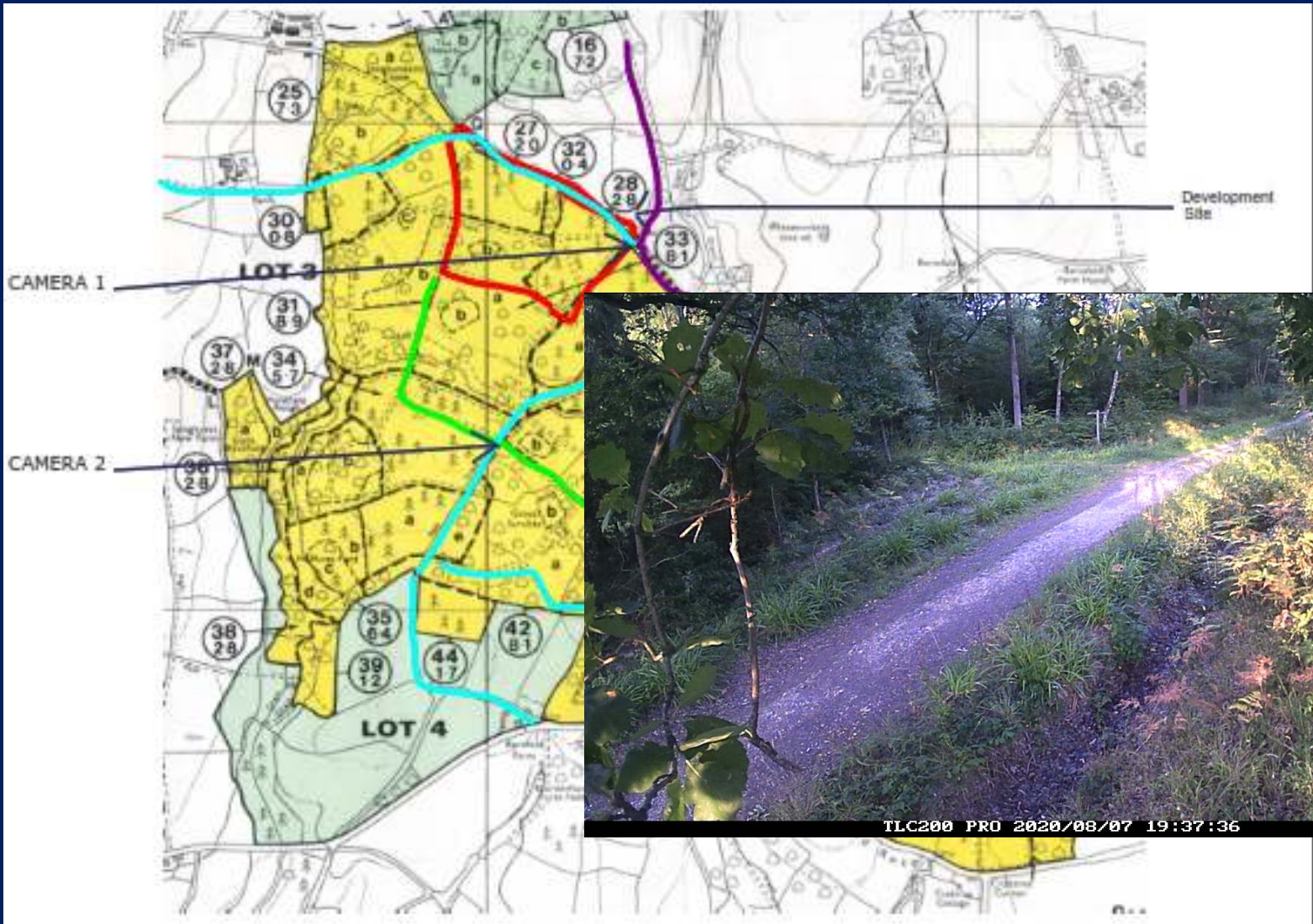
**NO PROWs ON EASTERN PLOT**

**GREEN ACCESS ROUTE IS NOT A PROW**

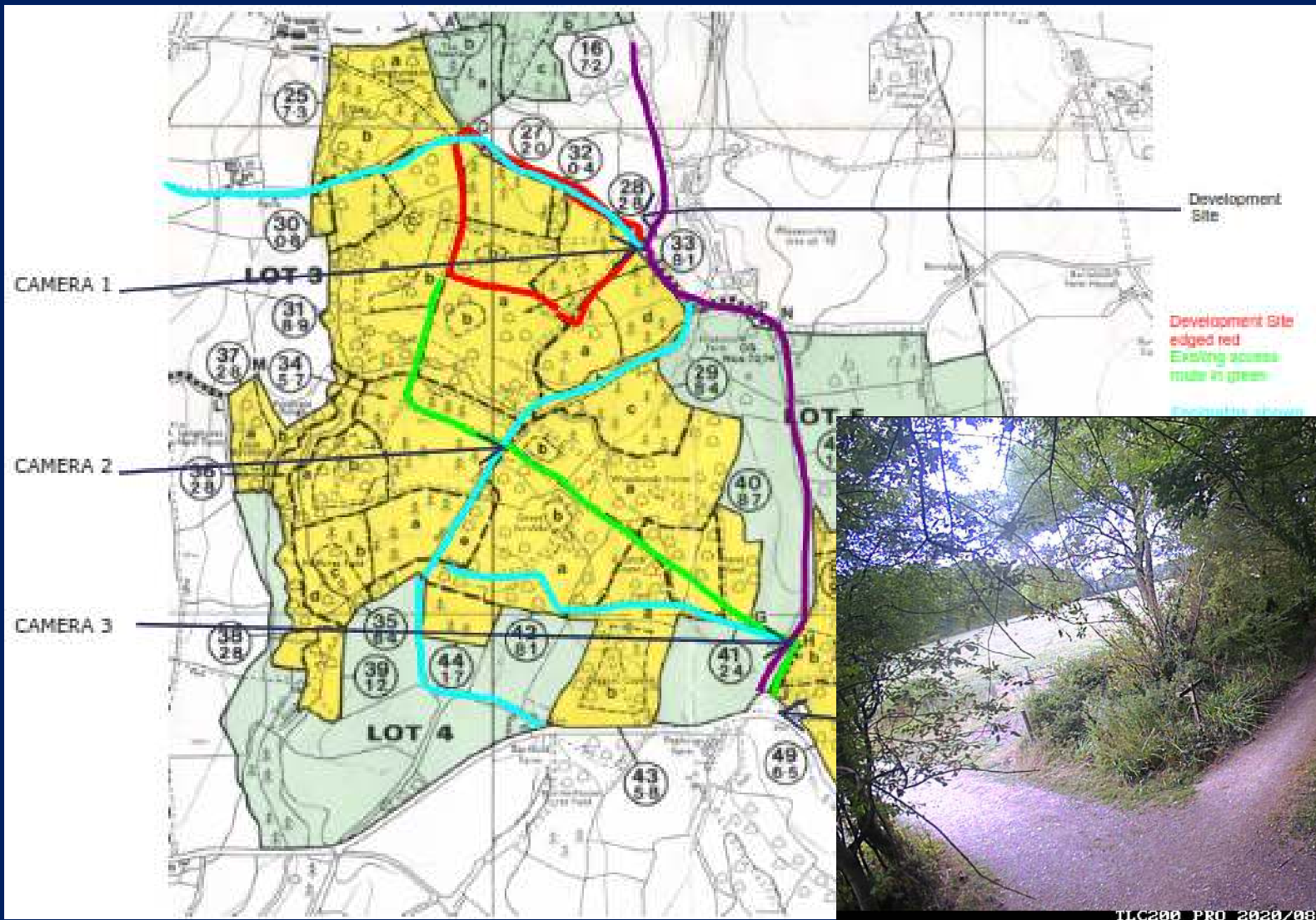
**LOTS OF DOTTED LINES SHOWING TRACKS CRISS CROSSING THE SITE ARE NOT PROW**



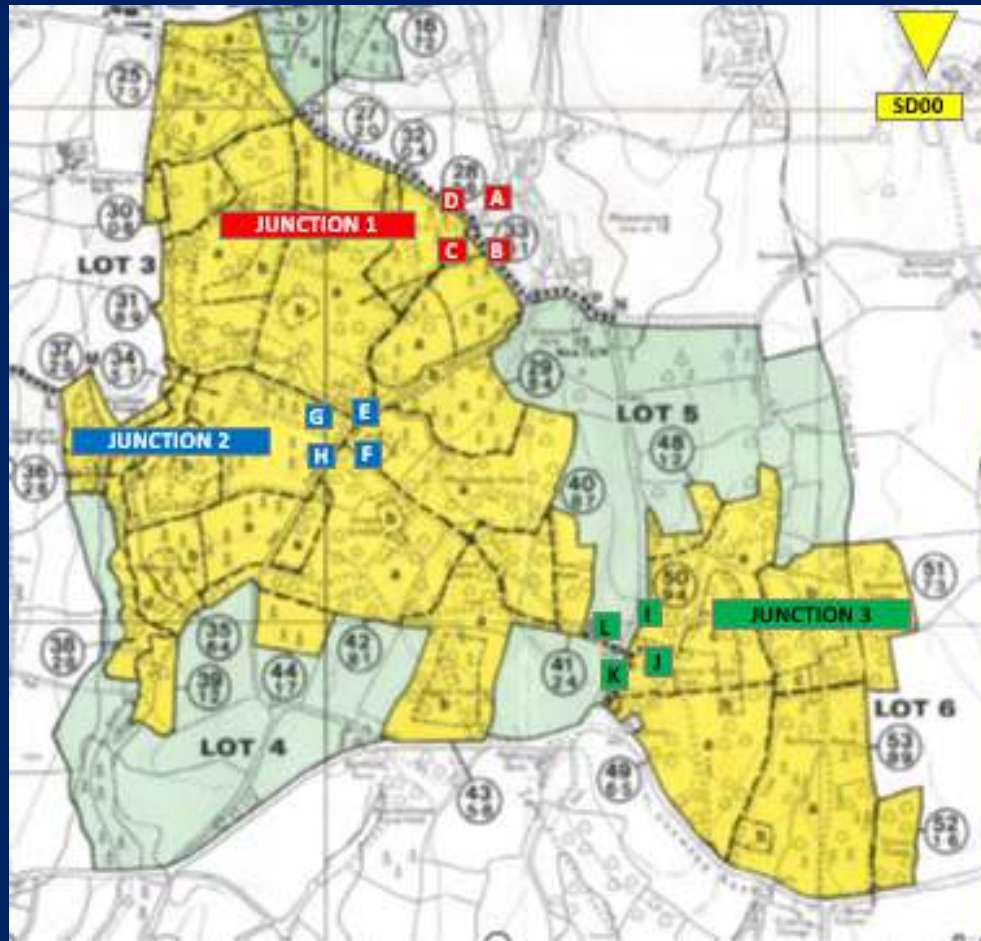
TLC200 PRO 2020/08/07 20:04:12



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



# 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

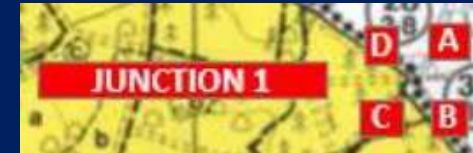
I, K & L are PROW BUT J is NOT



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

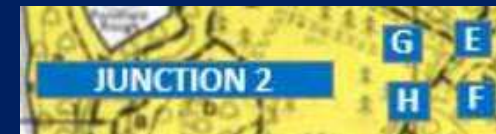
## JUNCTION 1

- 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

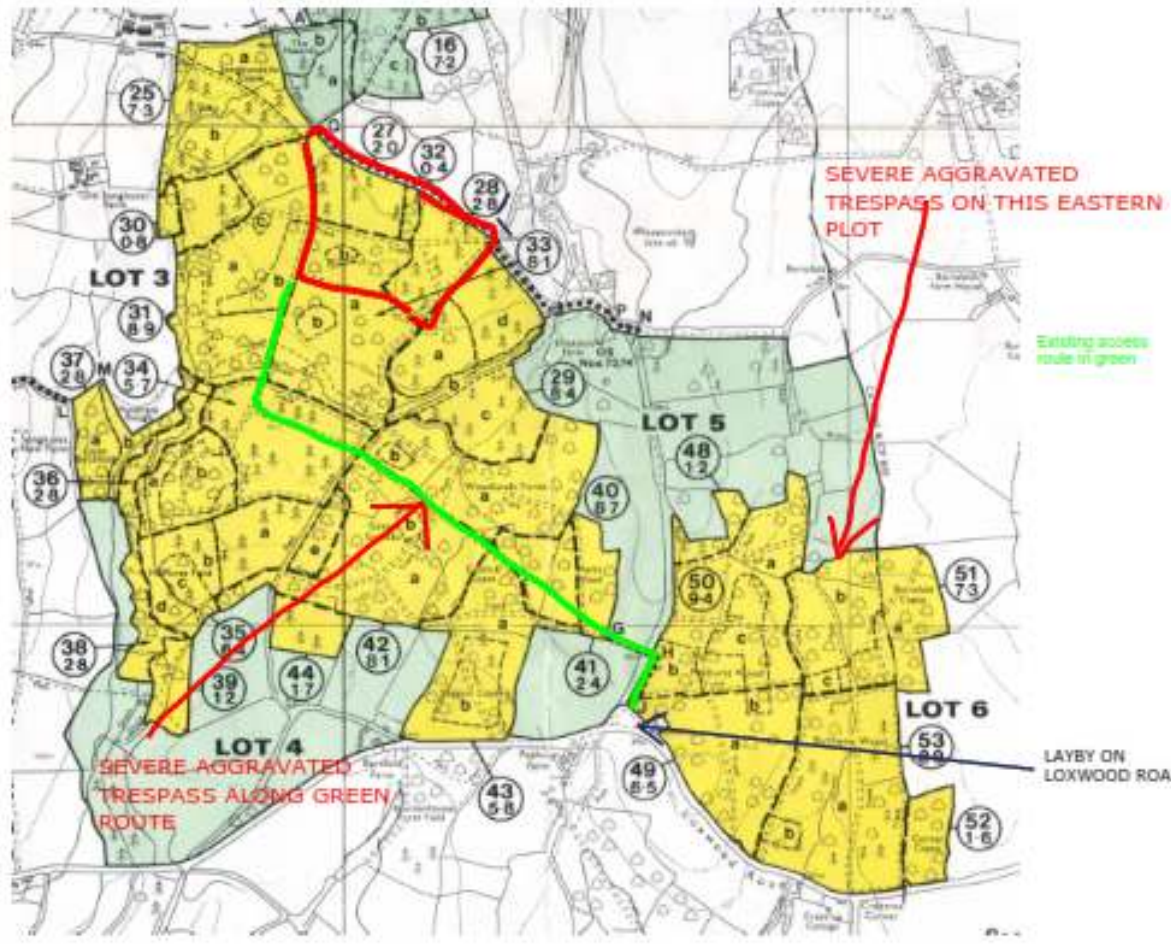
AGGRAVATED TRESPASS IS AN OFFENCE – CRIMINAL JUSTICE & PUBLIC ORDER ACT

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



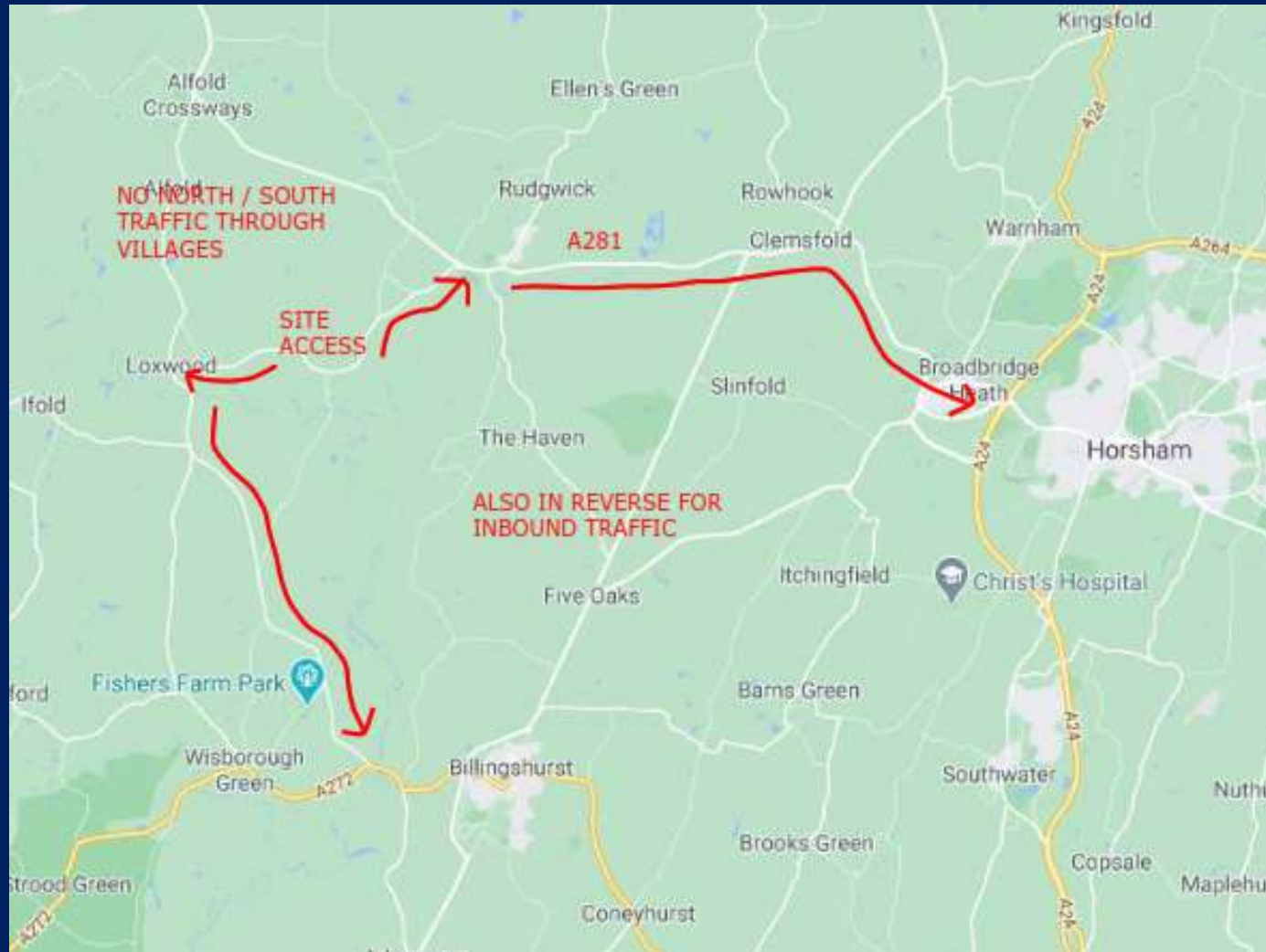
There is a small section of Loxwood Road west of Exfold Farm that narrows to 5.1m for a distance of some 80.0m. Whilst this would allow two lorries to pass one another, some caution would be required. This section is straight however with excellent forward visibility. Approaching vehicles would therefore 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
<p>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</p>	<p>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.</p>
<p>Will you leave your buildings unlit all night and your vehicles too</p>	
<p>How do you propose water is removed from the pit</p>	<p>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.</p>
<p>We never have tractors in the woods.</p>	<p>Tractors are often used to haul coppiced wood from the woods</p>
<p>What about the noise of the trucks driving past the back of my house?</p>	<p>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</p>
<p>The planting rights for the land on the layby sit on my deeds.</p>	<p>LCP aren't planning on doing any planting in the layby</p>
<p>What about the flooding on the layby we had this year and the black ice it caused.</p>	<p>Please take this up with WSCC highways - This project will not increase the likelihood of flooding in that area</p>
<p>When were the clay pits closed and what restrictions were put on them at that time?</p>	<p>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.</p>
<p>Will this cross Hook Street</p>	<p>No</p>

<p>My house is to the North - you have brushed over likely noise volume</p>	<p>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</p>
<p>What is the % increase in HG traffic along Loxwood Road?</p>	<p>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.</p>
<p>There is definitely not room for 2 HGVs to pass "at speed" on many parts of Loxwood Road. What does this mean?</p>	<p>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.</p>
<p>Will you make public to this forum the Guidance you keep mentioning?</p>	<p>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.</p>
<p>There are several equine establishments down Loxwood Road. The planned route passes by them &amp; 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.</p>	<p>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.</p>
<p>The HGVs will have to go on the other carriageway to turn between the pub &amp; the garage.</p>	<p>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.</p>

<p>Will the speed of HGV's be limited both on the approach road and when in the wood land</p>	<p>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)</p>
<p>How many employees will be working on the site</p>	<p>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</p>
<p>You are still proposing 11000 miles per year not including employees</p>	<p>Correct - but as the presentation pointed out, this is a minor impact</p>
<p>Where is the waste which you propose to dump in the pit be coming from</p>	<p>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.</p>
<p>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?</p>	<p>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</p>
<p>Are the 42 lorry movements per day be for 5 or 6 days per week?</p>	<p>We are planning operations to be over the 5 day working week, but can't rule out a shorter working day on Saturday.</p>
<p>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</p>	<p>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.</p>

<p>What electricity supply is there on site? Are you intending to have a generator running non stop?</p>	<p>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</p>
<p>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.</p>	<p>LCP will always abide by the laws in place, if the speed limit changes due to safety concerns, our trucks will obey those limits</p>
<p>Loxwood Claypits Limited is a dormant company with zero assets. Who is really behind the project</p>	<p>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.</p>
<p>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</p>	<p>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</p>
<p>I walk my dog every day along these tracks, and will continue to do so. Once the HGVs are in the woodland, how will they respect my right to walk</p>	<p>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.</p>
<p>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</p>	<p>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..</p>

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



# **LOXWOOD CLAY PITS**


**3<sup>RD</sup> COMMUNITY WEBINAR**

**15<sup>th</sup> DECEMBER 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:

- 42 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
- PRESENTING THE FACTS – NOT HYPERBOLE
  - WHY IS THIS PROJECT BEING PROPOSED ?
  - WHAT ARE THE BENEFITS TO LOXWOOD
- ECOLOGY FACTS, ARBORICULTURAL & BIODIVERSITY NET GAIN
- NOISE & DUST FACTS
- TRAFFIC / TRANSPORT FACTS
- LANDSCAPE/VISUAL ASSESSMENT FACTS
- ARCHAEOLOGY
- GROUNDWATER/HYDROLOGY & FLOOD RISK FACTS
- Q&A

QUESTIONS FROM WEBINAR 2 ANSWERED THROUGHOUT

# **PREVIOUS WEBINAR RECAP**

# 2<sup>ND</sup> WEBINAR 27<sup>TH</sup> OCTOBER 2020

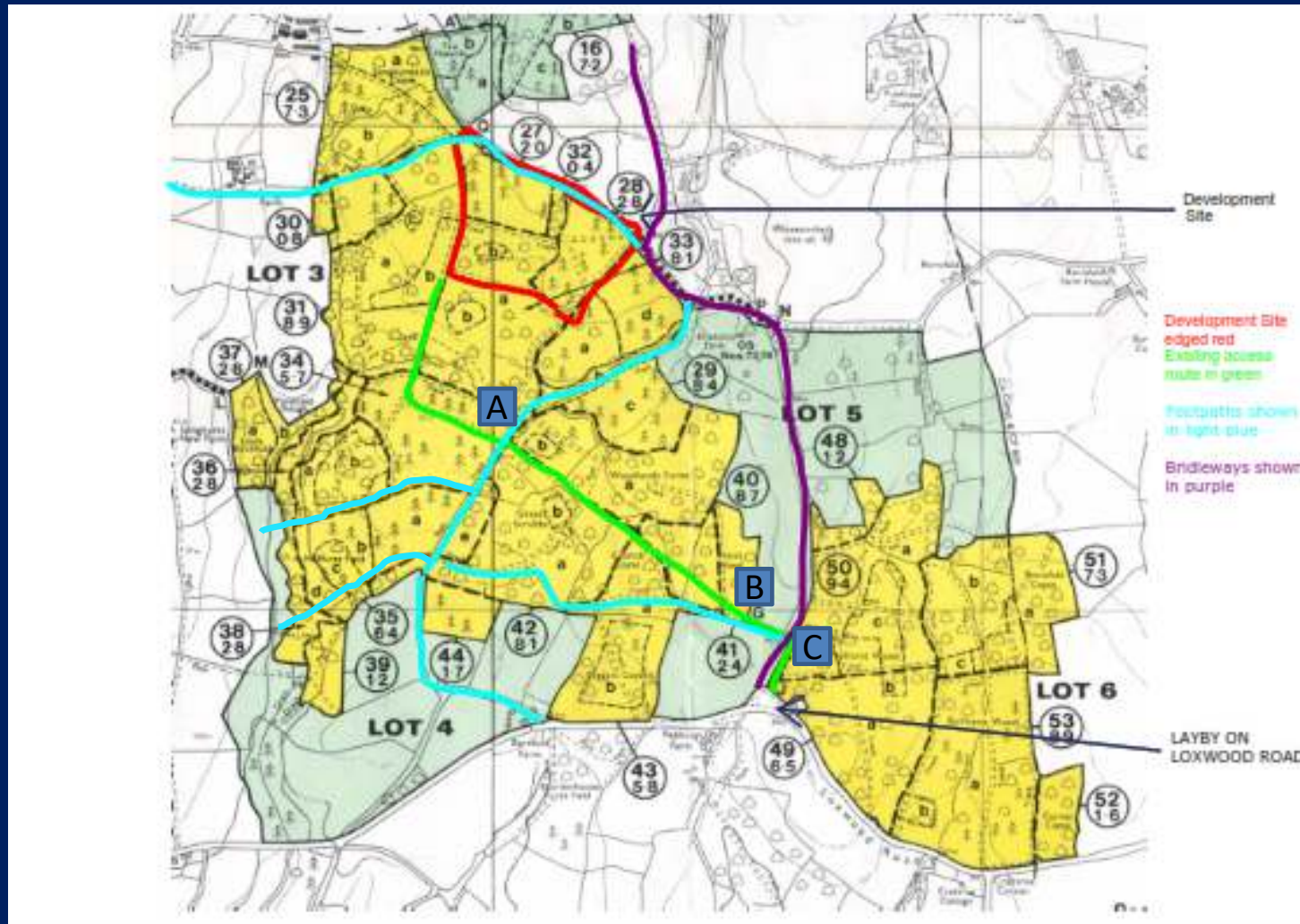
- OPPOSITION HYPERBOLE, SCAREMONGERING AND MISLEADING INFORMATION
- PUBLIC RIGHTS OF WAY & TRESPASS
- ACCESS ROUTES & TRAFFIC STUDY
- ONGOING SURVEY WORK



# Matters arising from 2<sup>nd</sup> Webinar

- Online petition now changed to remove misleading information.
  - Around 250 signatures since it was made more accurate
- 'Stoptheclaypit' website will also be asked to remove misleading information and scaremongering visuals
- Signs will be re-erected around some parts of the site showing where access is not permitted / private land
- Access route poll showed 16 voted to split between 2 routes, 19 purely to/from the east, 8 to/from westerly direction

# PUBLIC RIGHTS OF WAY

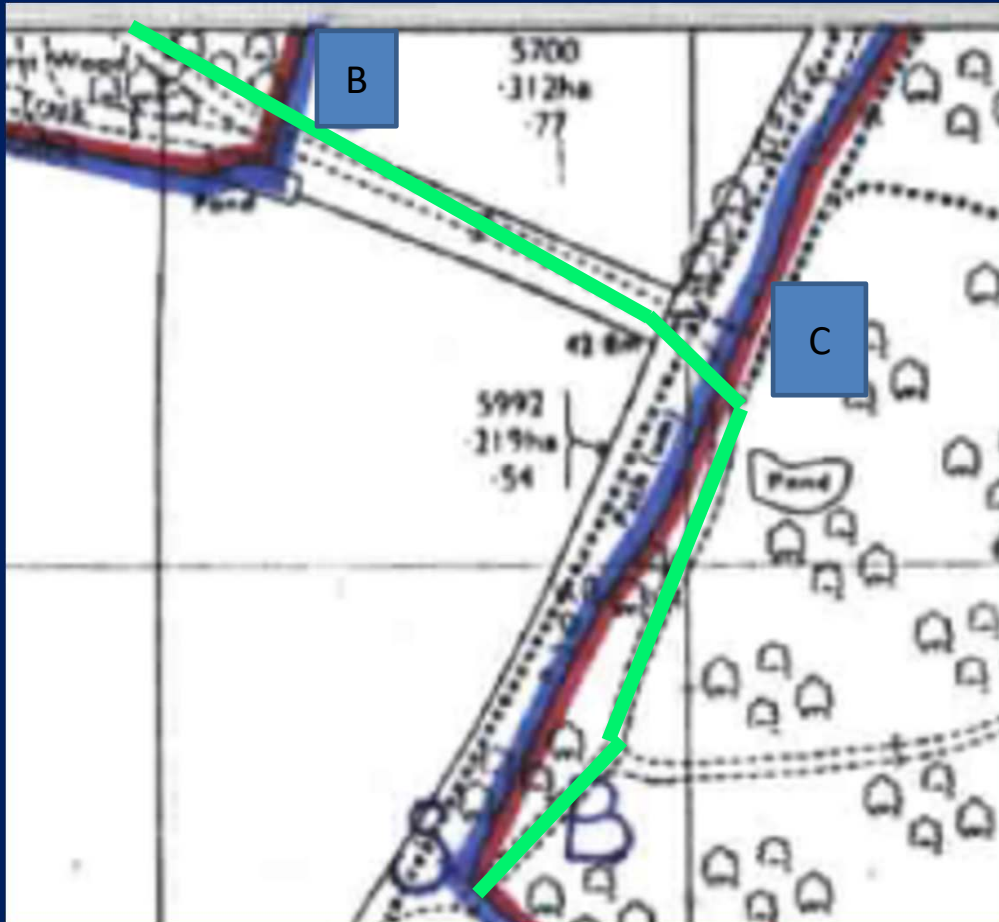


GREEN ACCESS ROUTE IS **NOT A PROW**

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

LCP HAVE **ABSOLUTE LEGAL RIGHT OF WAY** ALL ALONG GREEN ROUTE

# EXPRESS RIGHT OF WAY



Note – original deeds use G to H, changed here simply for continuity

From the deeds :

Transfers a right of way over the track shown between the points marked B and C on the plan, with or without vehicles at all times and for all purposes in connection with the use and enjoyment of the land



# FOOTPATH SAFETY – B to C on Map



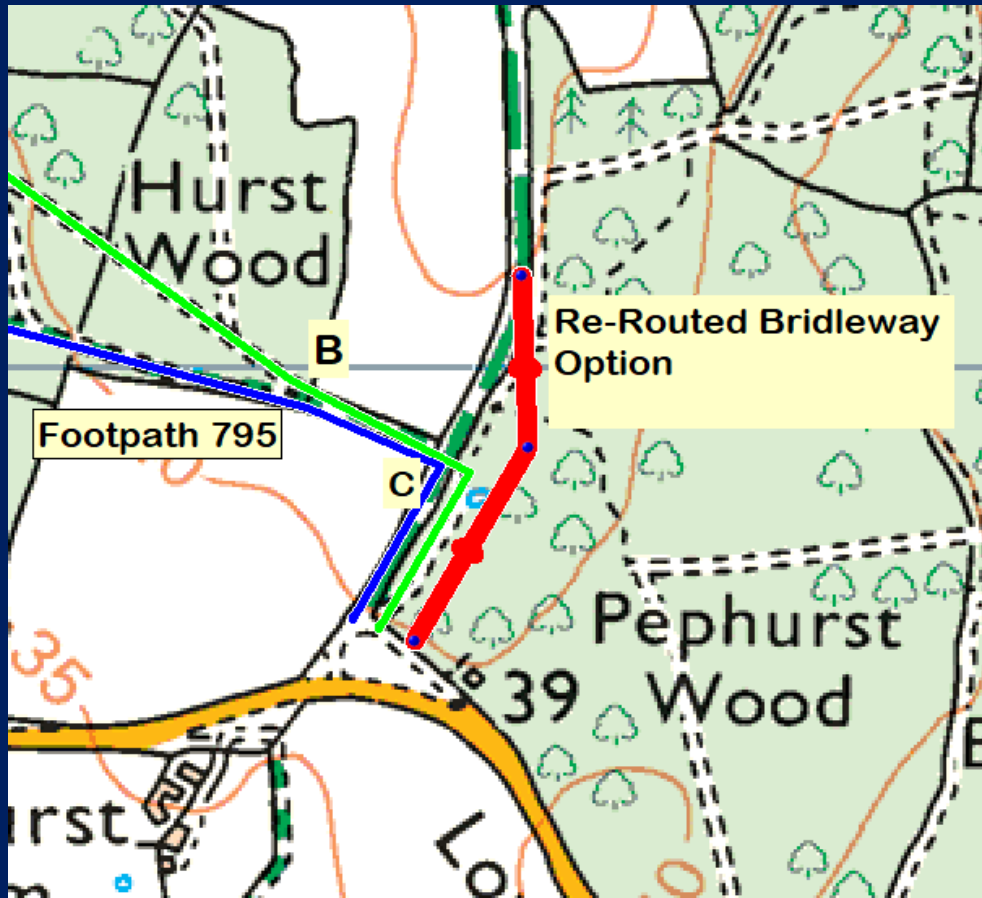
Note width of the access track in the distance

Track at this point is wide enough for both vehicles and pedestrians. The PROW footpath is on the RHS (south) of the track

Girders in near frame force walkers onto the vehicle access road – the PROW is behind these girders

PROW needs to be re-instated to help keep safe distances between footpath and vehicles

# RE-ROUTED BRIDLEWAY ?



- Looking at the option of re-routing the bridleway slightly to the east
- Footpath 795 can then run south of the access track, as per existing, and then down the existing bridleway
- The access track does not then cut across ANY public rights of way in that area
- Will be dependent upon WSCC approval, but does have advantages

**WHY IS THIS PROJECT BEING  
PROPOSED ?**

# PROJECT FACTS (1)

- BACKGROUND

- 300 acres of woodland under the stewardship of a Director of LCP for over 27 years, through woodland management schemes
- During this time many ecological initiatives carried out :
  - The aim is to maintain and develop the biodiversity of the whole woodland to create a sustainable, balanced, and dynamic forest ecosystem in line with the UK Woodland Assurance Standard (UKWAS).
  - Extensive planting of conifers, mainly Norway spruce, from 1961 for a number of years, replacing up to a third of the original oak woodland. Native broadleaves now the species of choice, reflecting the changing objectives to conservation. Conifer stands being clear-felled and restocked with mixed broadleaves to bring the native woodland cover back and carry out habitat restoration in the Plantation on Ancient-Woodland Sites (PAWS)

# PROJECT FACTS (2)

- BACKGROUND

- Hazel coppice regimes introduced to enable considerable benefit to the butterfly populations in the woods. Further hazel coppice is planned to increase wildlife habitat. Two-zone ride management has also been annually maintained to allow for multiple habitat types along the internal ride system for invertebrates.
- Inaccessible areas have been designated as long-term retention or nature reserves; which are managed primarily for biodiversity, with the long-term objective of maintaining or converting to native species.
- Bi-annual tree safety surveys take place to ensure the public rights of way and public highways are safe from potentially dangerous trees. Remedial works ensure the safety of walkers in the woodland and passing traffic.

# PROJECT FACTS (3)

- BACKGROUND Continued....

Rescue dogs use the woodlands for training – this will continue

These are **not** the actions of someone who now wants to destroy the woodland, just the opposite.

BUT - All this comes at a cost - **£0.5Million** will have been spent within the next few years

Another **£1Million** likely to be spent over the next 30 years

# PROJECT FACTS (4)



- In contrast to the misleading images elsewhere – the scale of the extraction is **very** small and not like traditional clay-pits
- **Rolling programme of restoration** means that voids are infilled and will be replanted during the lifetime of the project
- Likely to be just 1 digger on site
- **NOT a scene of devastation and multiple excavators as depicted by opponents website**
- **NO PLANS TO EXPAND**
- **NO Haz waste, NO 'Black Bag' waste, just inert construction waste to be recycled**

# Construction Waste Examples





# STCP – MISLEADING PUBLICITY



- 12 Diggers... 4 Dumper trucks... Acres of Deep Extraction ???

# STCP – MISLEADING PUBLICITY

- Just some of the misleading statements -
- There could be increased surface water run off or flooding – **NO**
- Potential pollution into the groundwater - **NO**
- Access to the site is still under review – **NO**
  - It could be from the private road at Pigbush Lane (affecting Loxwood, Alfold Barns and Alfold,) – **NO**

**ALL**

HABITATS  
LOST

Really ?  
95% of  
woodland  
remains completely  
unaffected

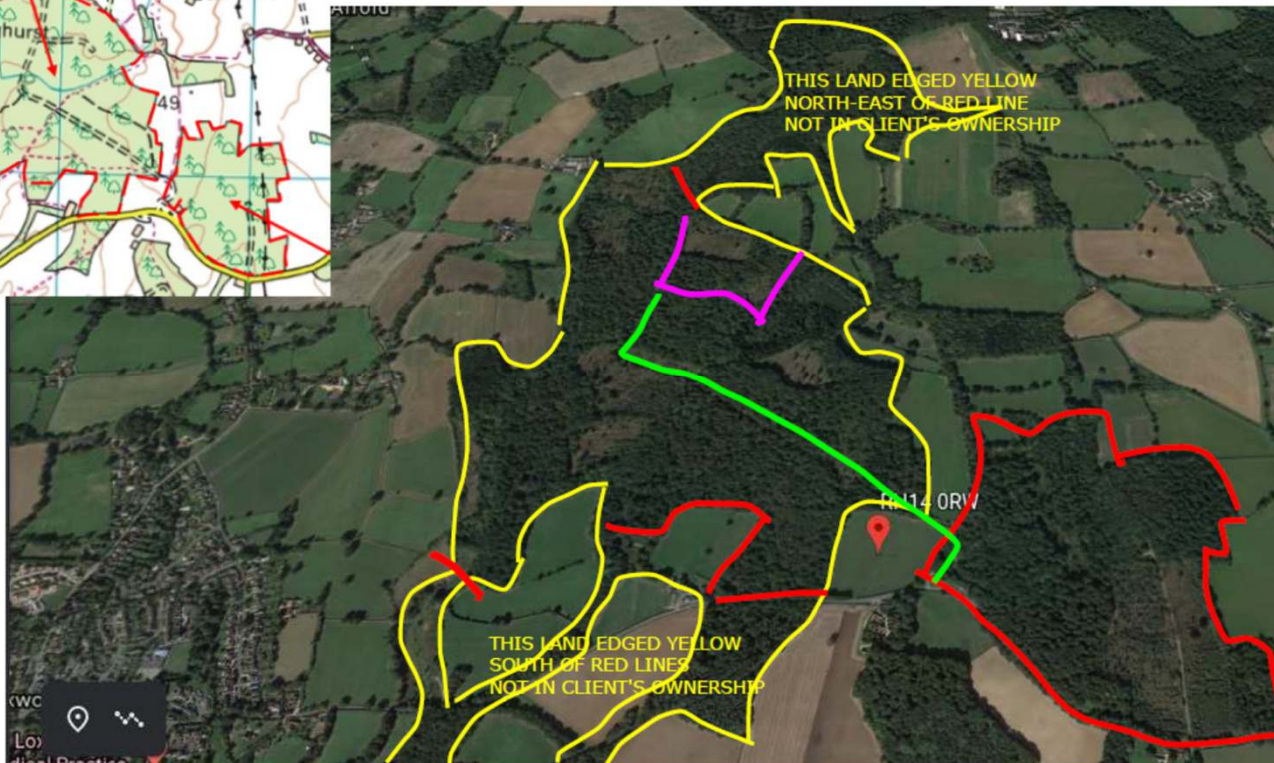
machines like this one (below), could become the most common sight in the woodland.



# PROJECT FACTS (5) PROVISIONAL TPO



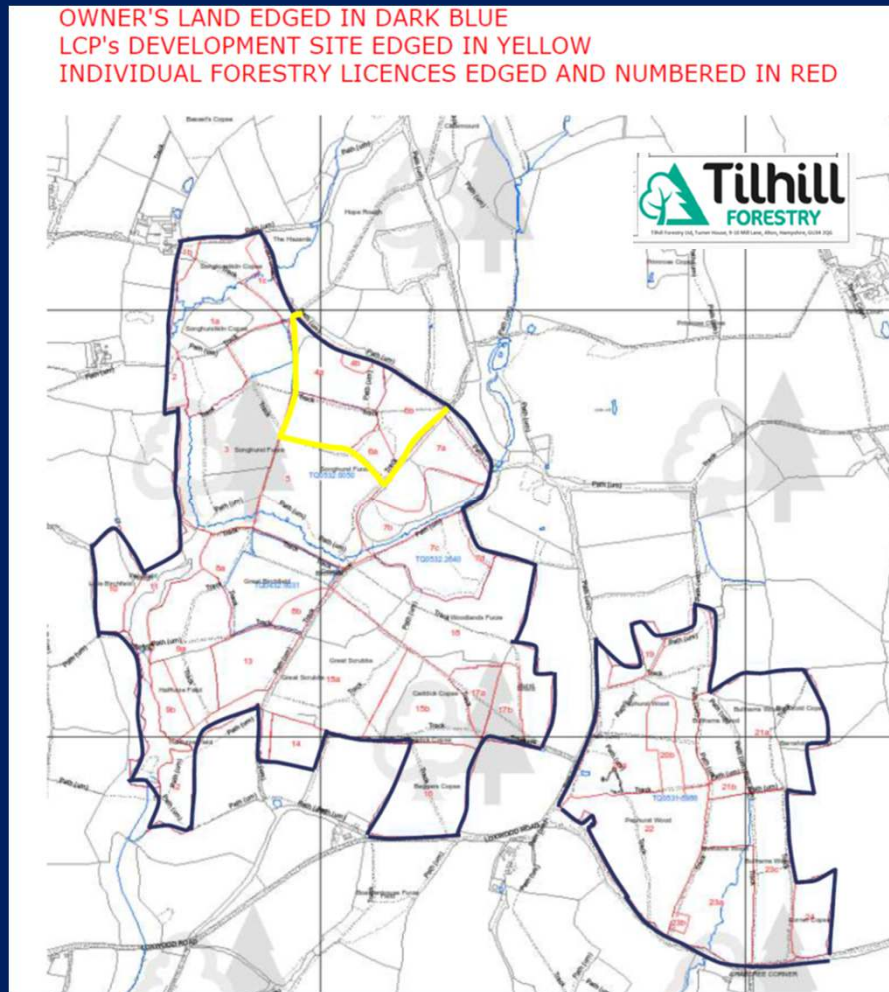
CLIENT'S LAND SHOWN EDGED RED IN SMALL MAP AND SHOWN EDGED RED / YELLOW IN AERIAL PHOTO  
LAND AFFECTED BY TPO SHOWN EDGED IN YELLOW  
LOXWOOD CLAY PITS DEVELOPMENT SITE EDGED IN PINK  
ACCESS ROUTE TO LOXWOOD CLAY PITS SITE FROM LOXWOOD ROAD SHOWN IN LIGHT GREEN



NOTE: FORESTRY COMMISSION LICENCES APPLY TO THE VAST MAJORITY OF THE CLIENT'S LAND

- 10+ other landowners are affected by the provisional TPO on land to the north and south of LCP land

# PROJECT FACTS (6) PROVISIONAL TPO



- ALL LCP land has been subject to woodland management through Tilhill for many years
- Licenses allow for clear felling / trimming/thinning to maintain woodland safety & management and for conservation
- **The provisional TPO is therefore pointless**

# What are the benefits for Loxwood ?

- Does there HAVE to be a benefit ?
- Firstly – Jobs and money into the local economy
  - In line with Loxwood Neighbourhood Plan
- A LOCAL construction waste recycling centre
- Restored area proposed to include a fishing pond and landscaped walks
- Cheaper for the landowner in the long run to fence the woodland off – leaving only public rights of way footpaths and no access to walk off the footpath

**INDEPENDENT REPORTS AND FACTS**  
**ARBORICULTURAL, ECOLOGY, NOISE, TRAFFIC,**  
**LVIA, HYDROLOGY & ARCHAEOLOGY**

# ECOLOGY – ARBORICULTURAL REPORT (1)



- Existing site planted mainly within last 20 years, and *'not of arboricultural significance'*
- Area in SW corner planted in approximately 1930
- Previously mainly arable land
- NO areas of ancient woodland to be affected – root protection zone in NW corner
- Access track incorporates RPZ

## ECOLOGY (2)

- Mentioned in previous webinars, but in more detail
  - **No** Great Crested newts were found on site or nearby
  - **No** evidence of Badgers
  - **No** Dormice found
  - Site is **not** important for bats, which are mainly found along trackways and pathways as they forage for food
    - Access track will be unlit and little used during foraging hours
    - Bat survey to be undertaken before each phase of felling if needed



## ECOLOGY (3)

- Reptiles

- Slow worms and common lizards present on site in scrub areas which will be mitigated

- Reptile fencing to be erected around site perimeter
    - Reptiles to be relocated to suitable habitat created close-by

- Birds

- Several species present which will need mitigation

- Some along Northern PROW – trees being retained here in 10m cordon
    - Habitat close-by they will naturally migrate to
    - No felling of suitable trees during breeding / nesting season

## ECOLOGY (4)

- Invertebrates
  - Populations of butterflies and some other crawling insects, again mainly in the scrub areas
    - Mitigation will be required – suitable habitat close-by to be developed and enhanced for biodiversity
- Mitigation not going to be a major issue, with suitable surrounding habitats to use, and Biodiversity Net Gain (BNG) planned. Scrub areas would soon not be suitable for those species needing relocation anyway – due to tree growth

## ECOLOGY (5)

- **Biodiversity Net Gain**

- an approach which aims to leave the natural environment in a measurably better state than beforehand.
- What is lost in the development site will be more than compensated for by biodiversity initiatives in the remaining 300 acres
- Positive plan to improve habitats for flora & fauna



## NOISE AND DUST FACTS (1)

- Noise survey carried out by an independent qualified noise expert
- Baseline noise survey carried out to determine existing noise baseline, locations agreed with CDC EHO. Week long static surveys + manned surveys
- Modelling carried out on 'worst case scenario' to predict noise arising from both the clay pit and recycling building, plus lorry movements
- *"the noise emissions from the operation of the site are considered to be national and local policy compliant"* (Report conclusion)

# NOISE AND DUST FACTS (2)

- Noise contour map generated based on worst case scenario's

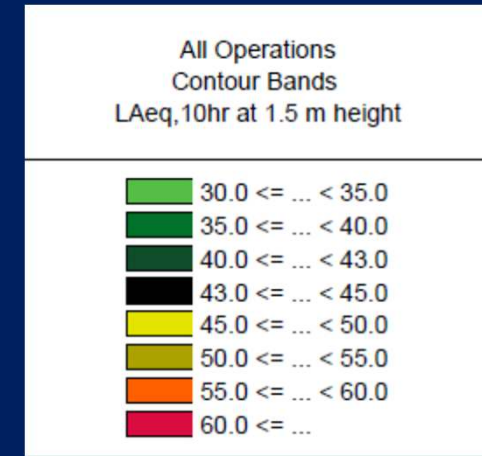
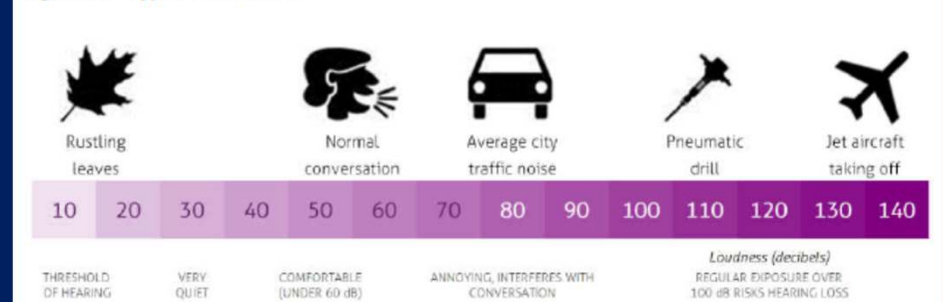
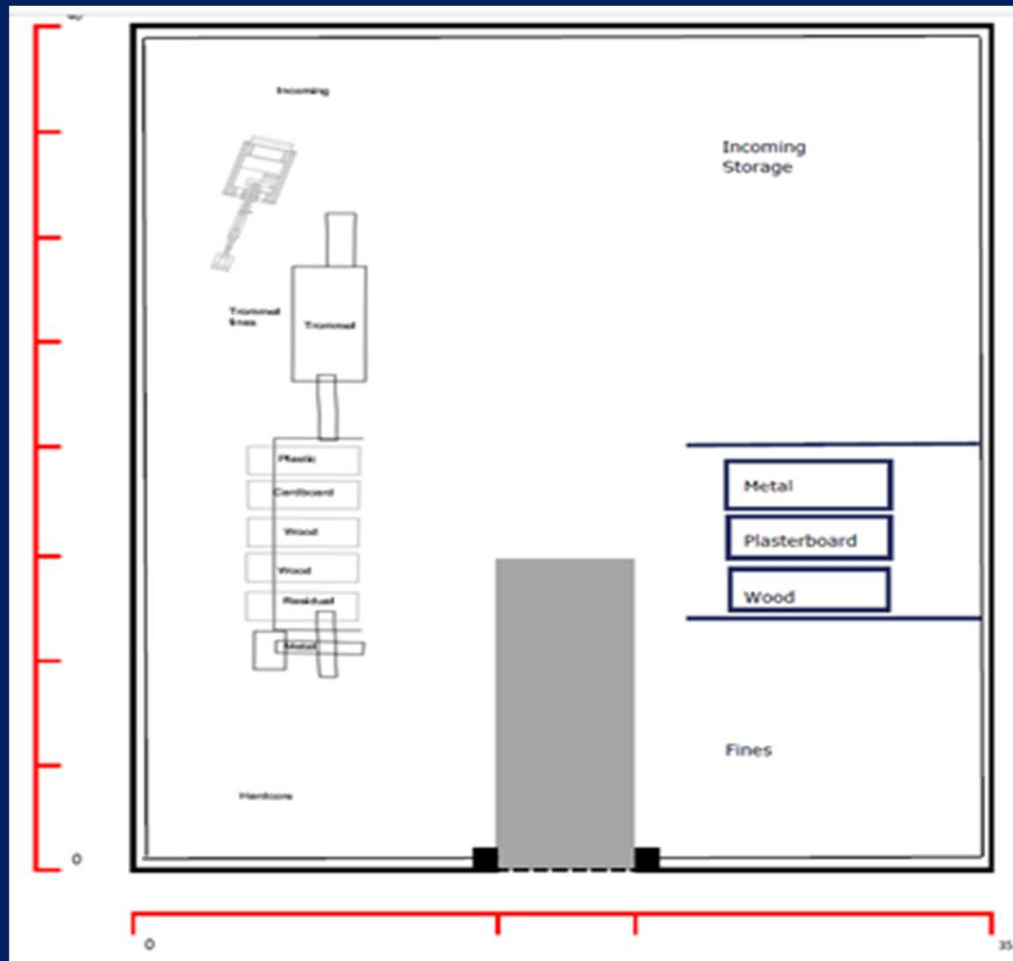


Figure A-1 - Typical noise levels



# NOISE AND DUST FACTS (3)



- All recycling happens **INSIDE** a building approx 40m x 35m
- Small scale recycling line with a trommel removing fines/soil before separating plastic / card / wood / metal etc by hand
- Small scale stone crusher inside
- **Nothing like** the plant shown on the opposition website, **NO** "extremely intrusive" disturbance - again this is just scaremongering
- Dust – handled with air filters

# Trommel Fines – Used for Restoration



## NOISE AND DUST FACTS (4)

Noise measurements included lorry movements at worst case numbers – 42 per day

Number of lorry movements could be significantly reduced

– almost halved -if larger vehicles were used



**POLL**



## TRAFFIC / TRANSPORT (1)

- Independent traffic survey carried out - Conclusions were :
  - *The site access junction with Loxwood Road has the ability to cater for the turning requirements of the likely 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 The High Street both have adequate junction geometry*
  - *The highway implications of the proposal are therefore considered not to cause any demonstrable harm to highway safety*

## TRAFFIC / TRANSPORT (2)

- LCP suggested option is for all traffic to enter/leave from the east, avoiding Loxwood village completely. To be agreed with WSCC.
- NO TRAFFIC going north through Loxwood village under either option
- Road is wide enough for HGV's either way, with one section @ 5.1m possibly needing improvement (though room for lorries to pass)

## TRAFFIC / TRANSPORT (3)

- WSCC Initial opinion – Key points :
  - Requested more work on visibility splays
  - Forward visibility for westbound vehicles to be shown
  - Whilst potential for vehicles to meet is low, look at potential to widen the 5.1m stretch of roadway
  - Road Safety Audit at site access & show passing points along the access track

## LANDSCAPE & VISUAL IMPACT ASSESSMENT (LVIA) (1)

LVIA carried out independently by qualified consultancy – draft report expected, but :

- Generally low impacts due to site location in heavily shielding woodland
- Higher visual impacts at bridleway crossing, crossing point along the access track and along the northern pathway
  - Lessened by relatively low numbers of users (Ave.18)
  - Mitigation to be recommended to lessen impact

## HYDROLOGY & HYDROGEOLOGY inc FLOOD RISK (1)

- Independent qualified surveyors carried out comprehensive review of hydrology & hydrogeology on site
- Site and access track outside any flood risk zones and not at risk of groundwater flooding
- Surface water control main issue due to clay substructure
  - Settling pond will be built to retain excess water and output from the pond will be based on SuDS principles
- *“No significant adverse effects are predicted which could pose a constraint to development”*. (Report Conclusion)

# Archaeology (1)

- Independent experts carried out review of potential archaeology on site
  - Features only of local interest and not county or nationally important
  - Written Scheme of Investigation for Archaeological Earthwork Survey
  - Aim is the preservation by record of woodland banks forming the northern and eastern boundaries of the Site, in advance of the proposed extractive works

# SUMMARY

- VERY small development, and nothing like that being portrayed by opponents
  - **95% of woodland unaffected** by the proposal, and the woods are not being 'destroyed for landfill'
  - Restoration happens within a few years for each cell
- Ecological impacts are quite limited and will be mitigated by BNG and other initiatives
- Noise limited to the immediate vicinity of the access road and the site, and there are no odours or dust from the recycling plant



# **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
- Planning application to be submitted in spring next year
- Questions to Protreat email – [cwilliamson@protreat.co.uk](mailto:cwilliamson@protreat.co.uk)

# Q&A SESSION

APPENDIX B

*St Nicholas Alfold and St John the Baptist Loxwood*



# PARISH NEWS

*One Church committed to Christ and our communities*

September  
2020

80 pence

[www.alflox.org](http://www.alflox.org)

**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\\_EALLvwJISASgGqlj5FJk5g](https://zoom.us/webinar/register/WN_EALLvwJISASgGqlj5FJk5g)



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

Have you checked our adverts recently?  
We add new advertisers during the year

**LOXWOOD**  
**CLAY PITS LTD**



**2ND COMMUNITY**  
**WEBINAR**



**RE: PLANNING**  
**APPLICATION**  
**SPRING**  
**2021**

**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).



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



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



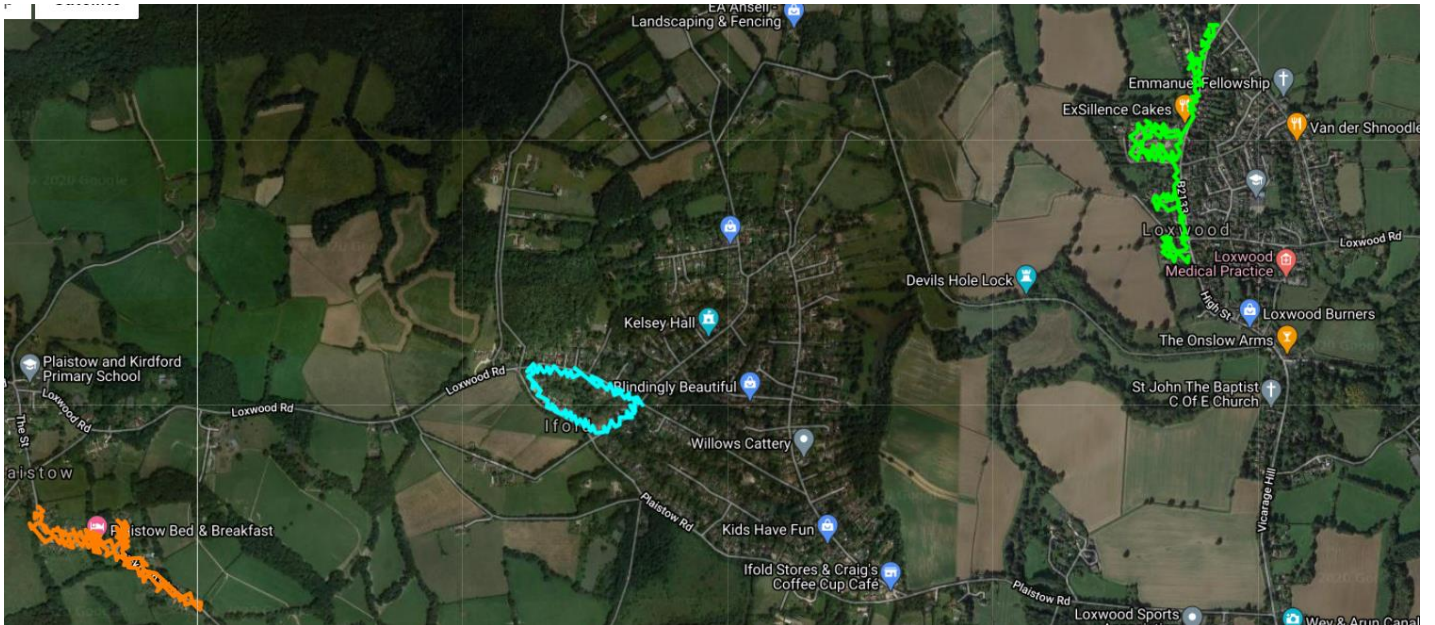
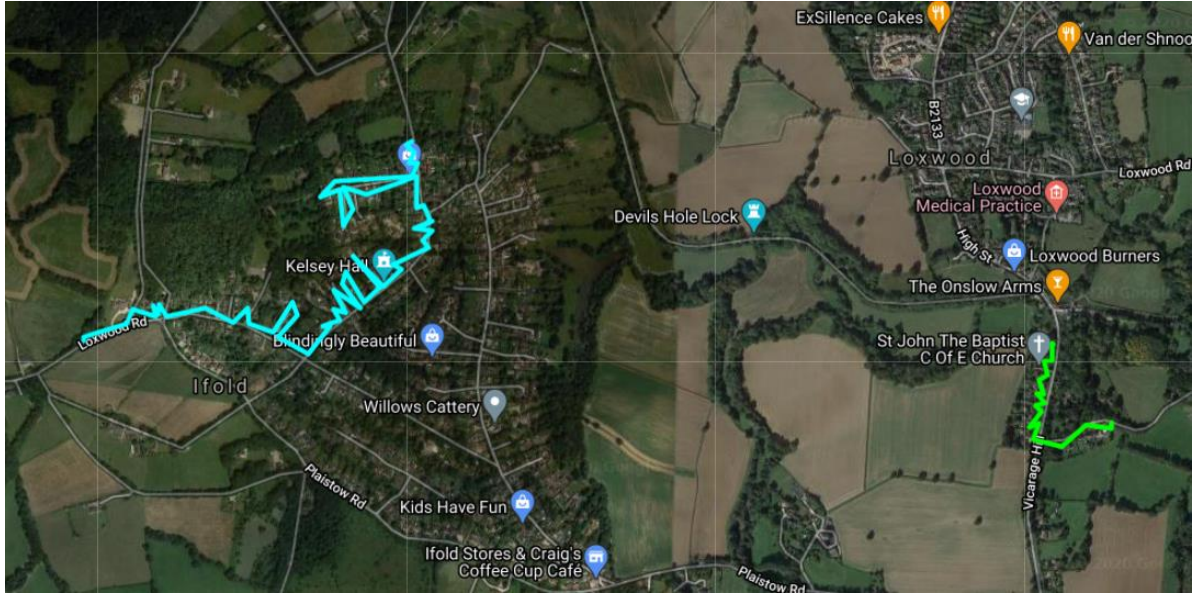
## REGISTER FOR THE OCTOBER WEBINAR SCAN THE QR CODE WITH PHONE CAMERA

**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

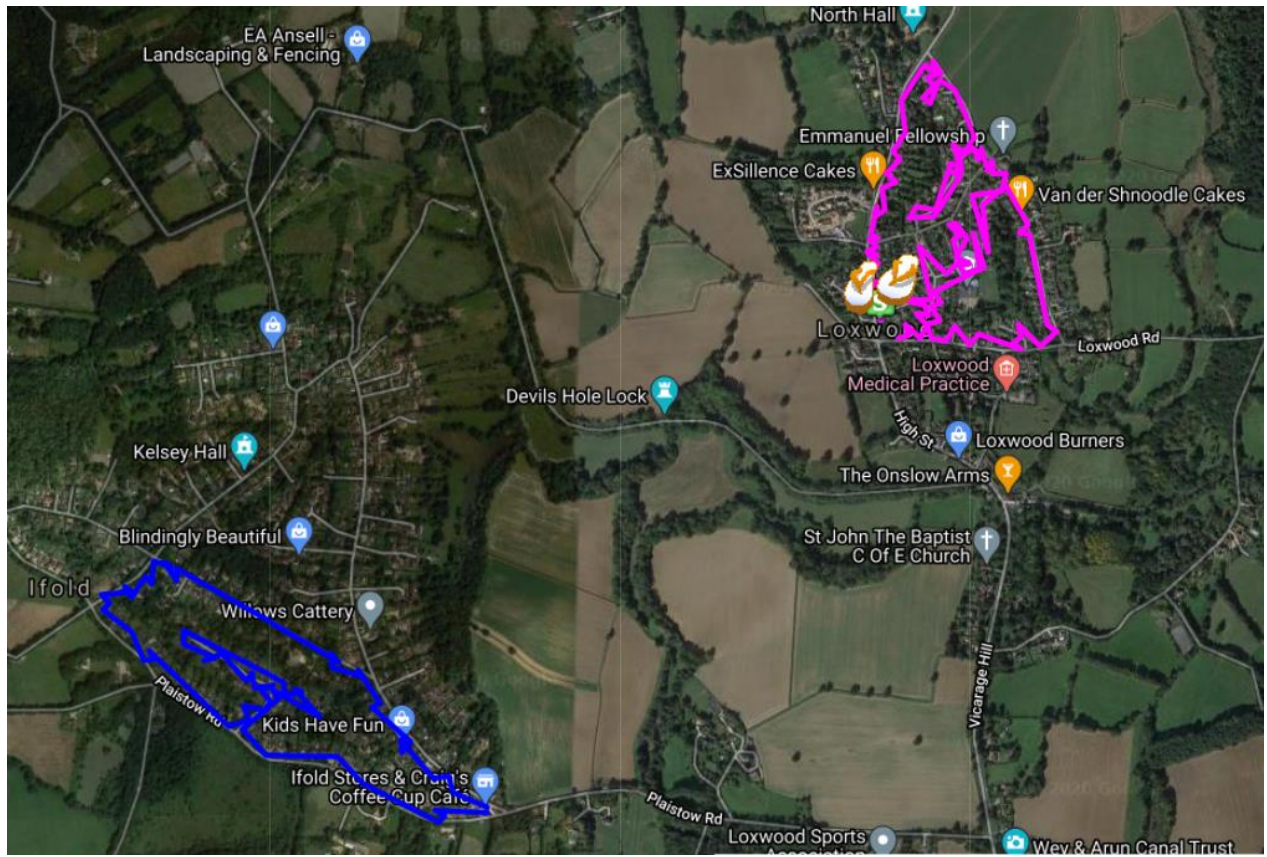


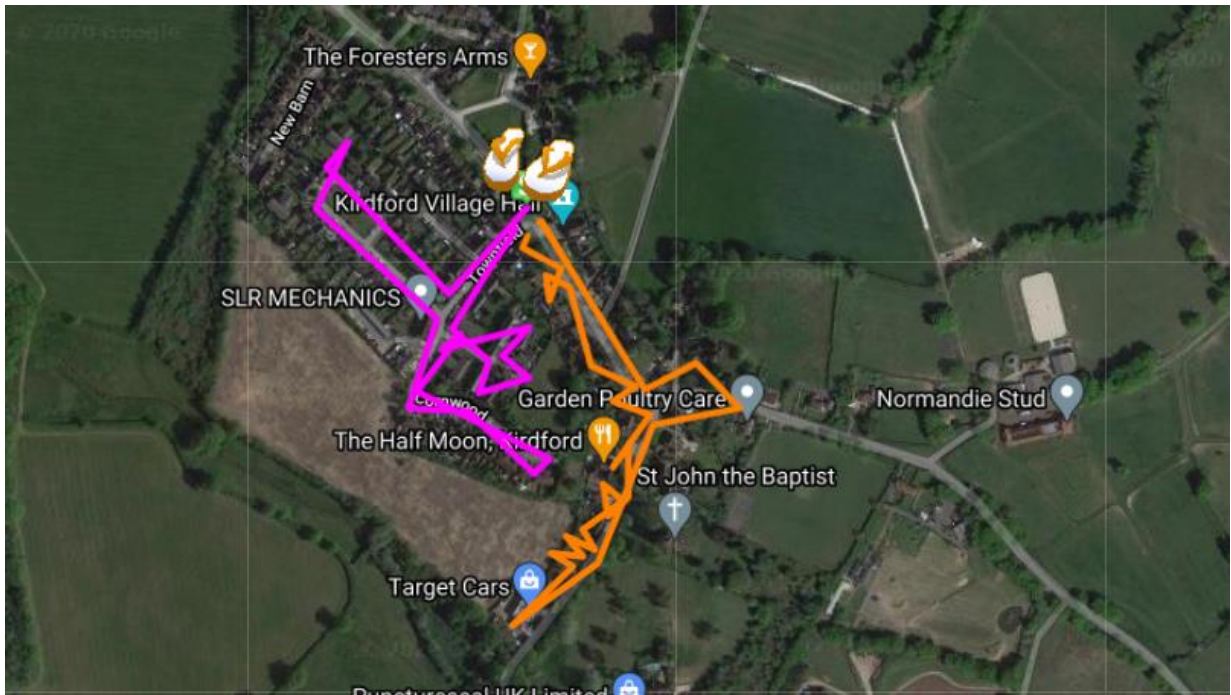
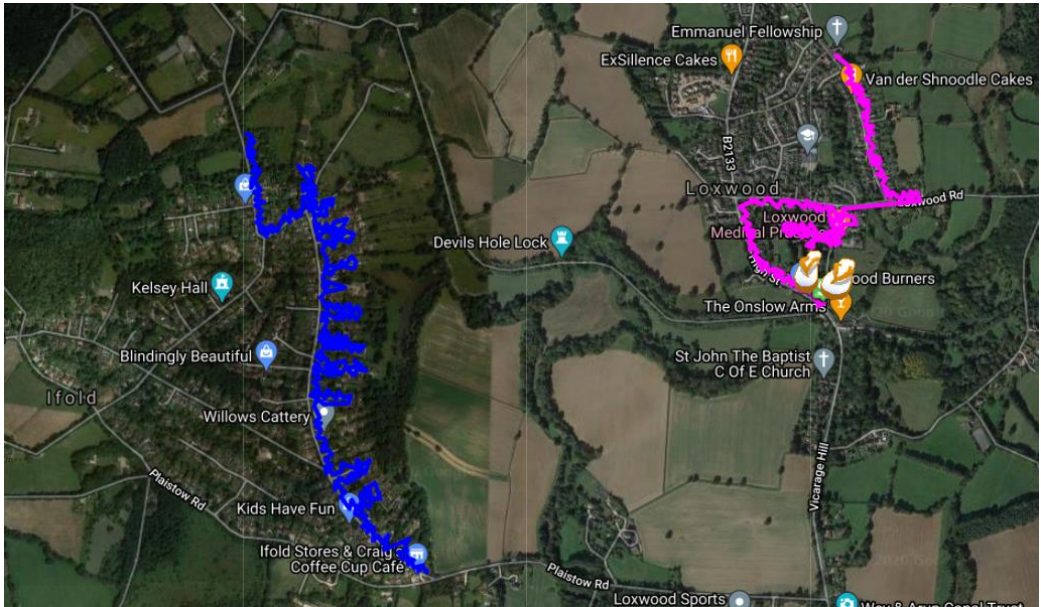


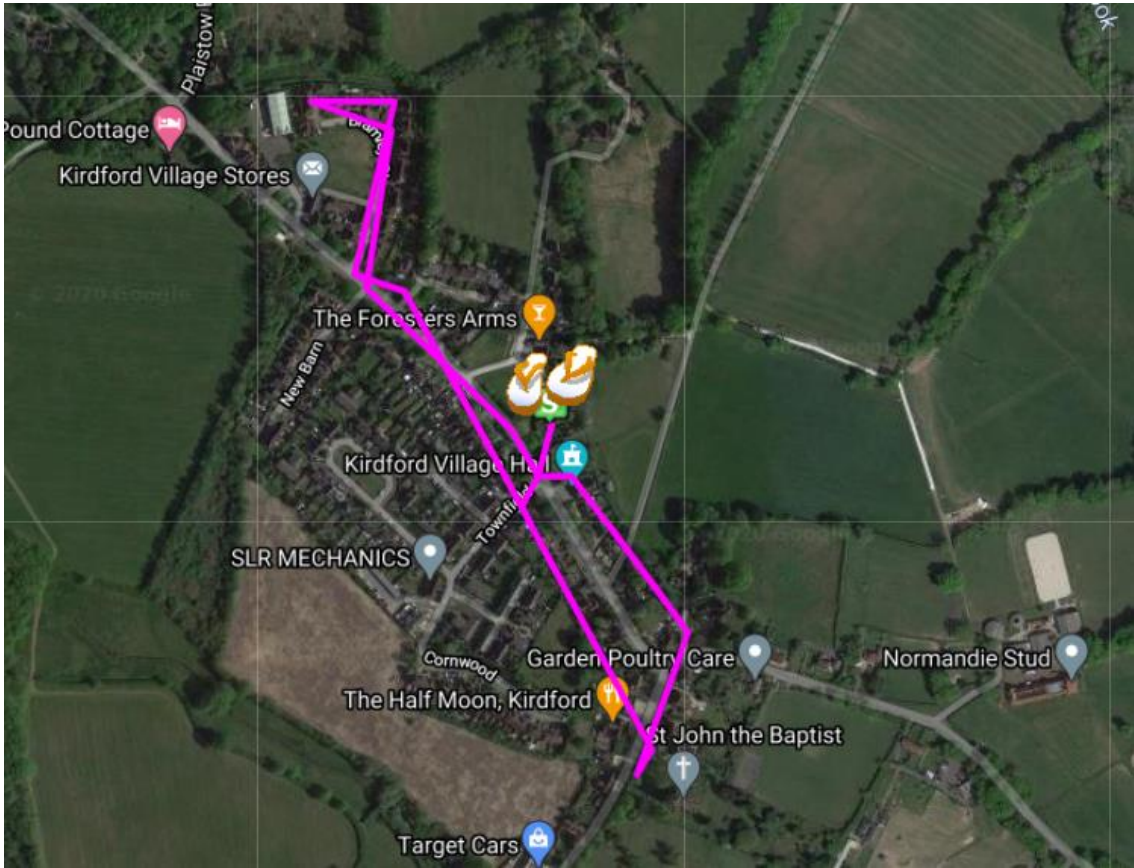
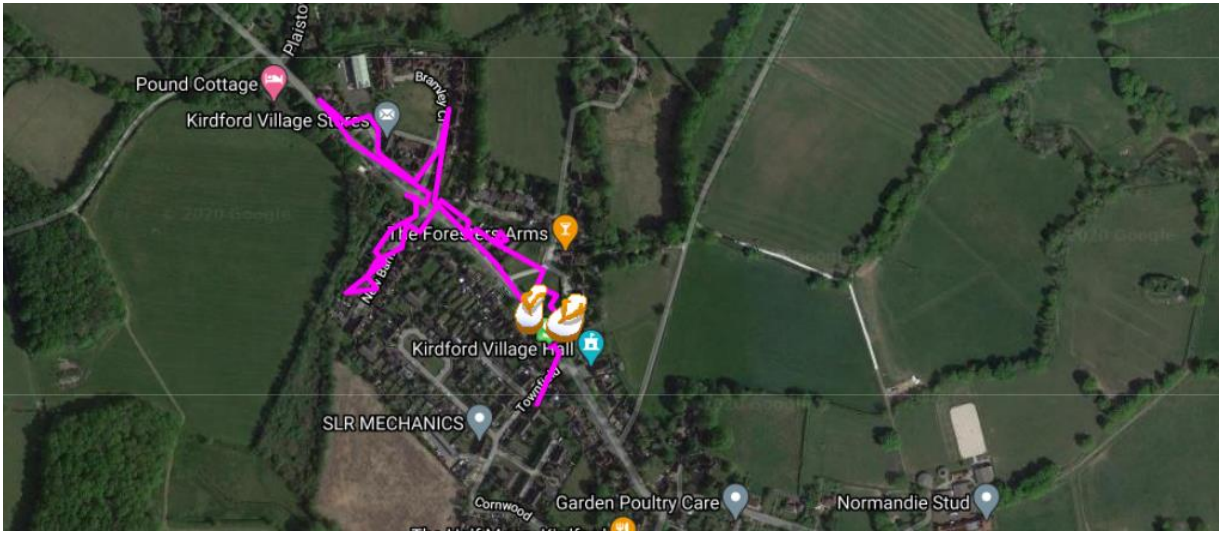
## GPS TRACKING REPORT

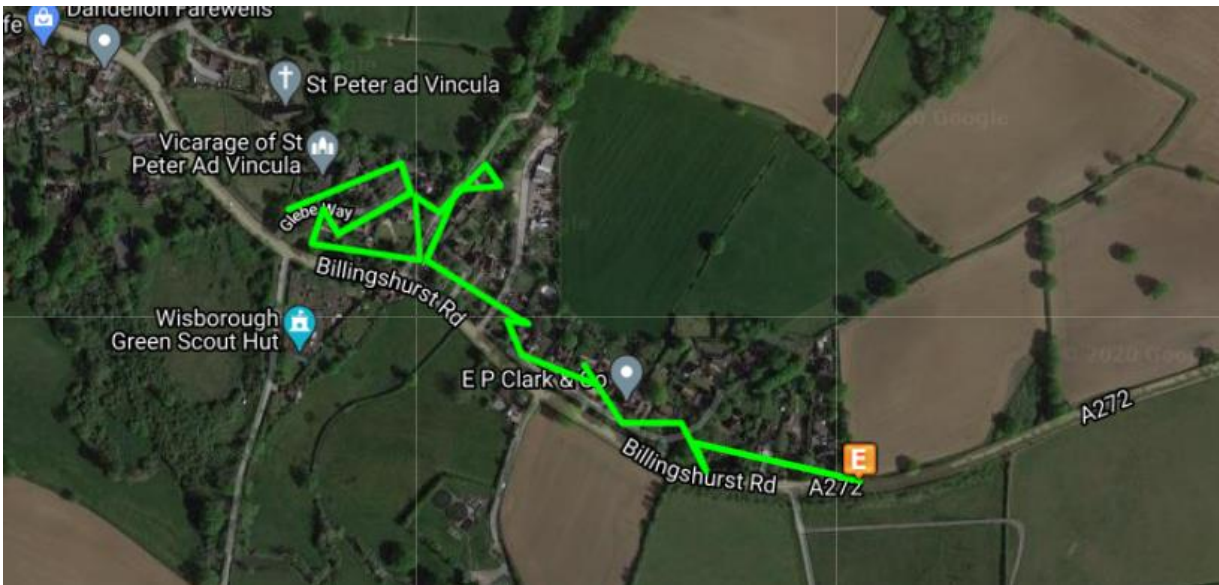
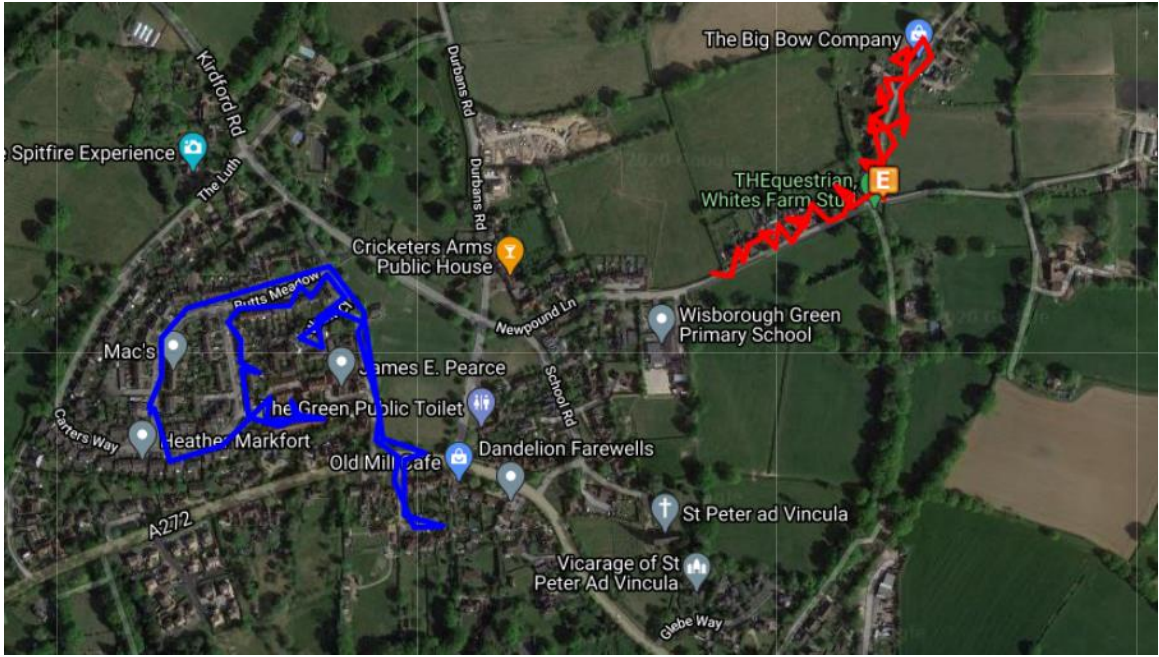
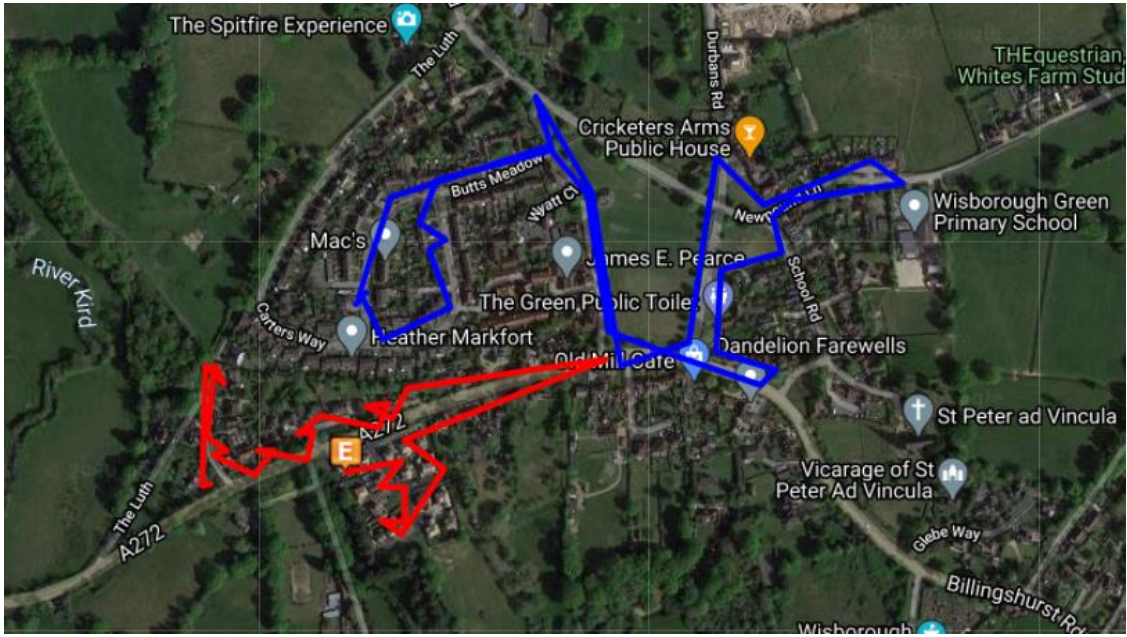


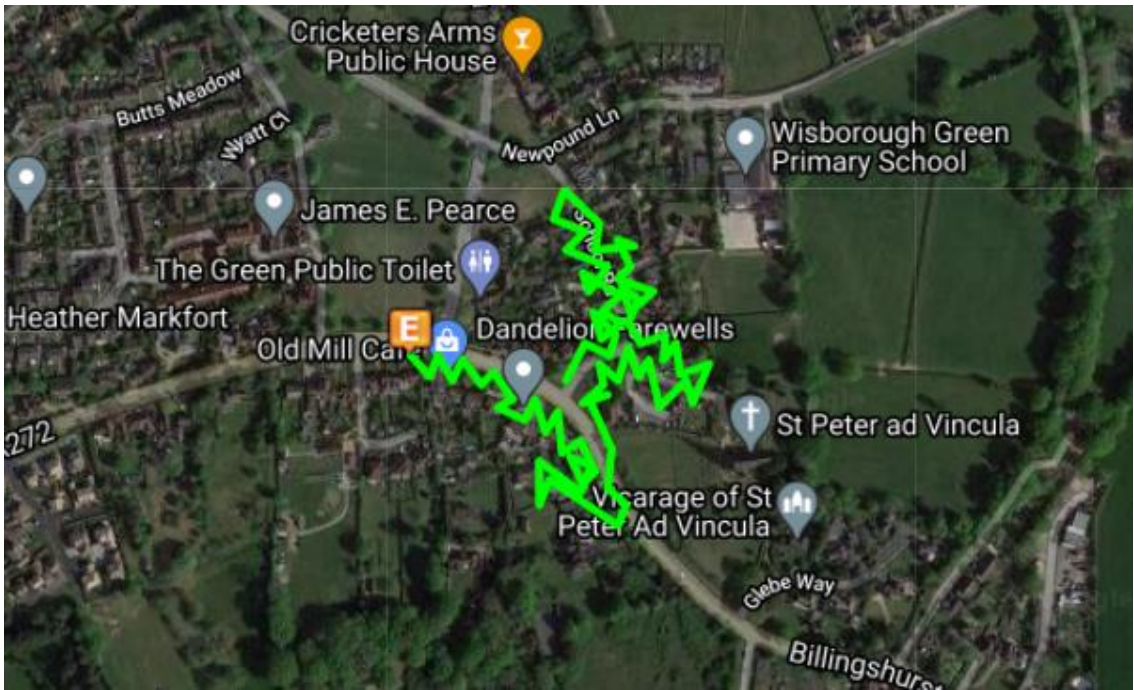
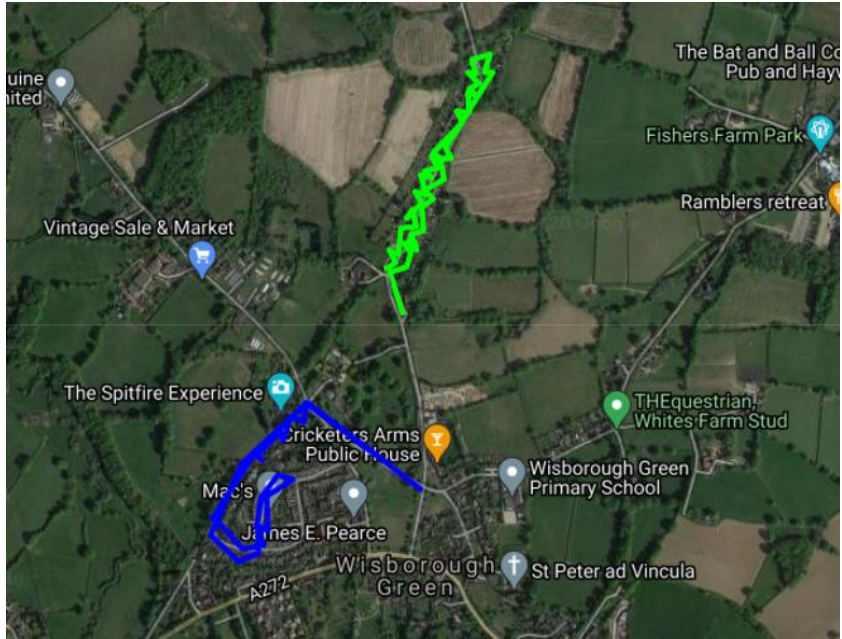












APPENDIX C

LOXWOOD CLAY PITS COMMUNITY WEBINARS AUGUST to DECEMBER 2020

Total Webinar Circulation List - 18th December 2020 i.e. people who registered for at least 1 of the 3 webinars	260
No. registered for 1st webinar and received slides / recording link and 2nd webinar invite	103
No. actually attended 1st webinar	56
No. from 1st webinar who did not register for the 2nd or the 3rd webinar	43
No. registered for the 2nd webinar	189
No. who tried to register after 2nd webinar had commenced	8
Total who received 2nd webinar slides, recording link and invite to 3rd webinar	197
No. actually attended the 2nd webinar	100
No. from the 2nd webinar circulation list who registered for the 3rd webinar	93
No. of additional registrants for 3rd webinar	20
Total no. of registrants for the 3rd webinar	113
No. actually attended the 3rd webinar	81

Loxwood Clay Pits Third and Final Webinar - Q&A Session

45 QUESTIONS / COMMENTS ASKED OR RAISED BY 19 PEOPLE

Question No.	Question	Asked by	Answer(s)
1	3 people having trouble logging in - they are being told the emails and login are incorrect	A	As mentioned at the time , these people are likely to have registered earlier. Zoom does not allow multiple log-ins, so people needed to use the original details sent by Zoom. Some forget they registered and try to re-register and this unfortunately doesn't work. All registrants receive a link to the webinar recording whether or not they attend the live webinar.
2	Could you please let me know where I can see an example of what your claypit and works would be like, as you say the images are incorrect	B	The images shown on the 'Stop the Claypit' website are ideed massively out of proportion. Traditional clay-pits are much bigger than what LCP is proposing, and they are only restored at the end of their operational life. Whereas this clay pit will be restored 'as we go along' to minimise impact. The actual size is depicted in an attachment that was emailed to everyone who registered for any of the 3 webinars, after the last webinar
3	Why did the vote on routes not include an option for none of the above. That's surely a true democratic vote.	C	As discussed at the time - 'no lorries at all' does not help us discover whether people would like to see larger but fewer vehicles - it was therefore simply a binary question. An attachment explaining how larger vehicles reduce the number of vehicle movements, along with an explanation of how the number of vehicle movements has been calculated, was emailed to the registrants of all 3 webinars after the last webinar.
4	You have confirmed that there will be 42 vehicle (lorry movements)movements per day. At the last seminar, you confirmed that there would be 6-12 people working on site does this include the number of drivers or will the lorries be held off site.	D	Lorries will be held off site, and the lorry drivers are extra staff.
5	Which director of LCP has been managing the woodland?	E	The woodland has been managed by Tilhill for 60 years, under the direction of all of the landowners. See woodland history on <a href="http://www.loxwoodclaypits.co.uk">www.loxwoodclaypits.co.uk</a> for more details
6	It might be what you call a small project, but one that will last for 30 years...	F	Correct
7	You say 'one third of a football pitch' extraction size but in reality you cannot dig a hole and fill it at the same time so the size of the hole will be double what you say. Is this not true?	C	Not quite - we are restoring the site as we go along, so as we are digging the second hole the first one is getting filled in so there will not be a 'double-sized' hole at any time
8	So the waste is not being recycled....just buried	E	No. Only the fine materials that cannot be recycled are used to infill the clay-pit void, as per the picture we showed of trommel fines. These materials - as described at the time - are commonly used for this purpose elsewhere (such as at Rudgewick clay pit) as they cannot be usefully recycled. The recycling facility will aim to recycle or re-utilise as much of the incoming material as possible (wood/brick/plasterboard etc) and these materials will NOT be buried
9	How do you justify the destruction of ancient trees?	G	No ancient trees are being destroyed, as we have said over the last 3 webinars, the site is not in the ancient woodland and no part of any ancient woodland is being touched.
10	How is one digger going to fill 21 HGV's per day?	H	It's not. The 1 digger is there to dig out 2 lorry loads of clay per day (approximately 50 tonnes). The majority of the vehicle movements are in/out of the recycling facility and the digger is therefore not involved
11	What is the size of the whole operation? You keep telling us how large the extraction site is but not the total. If it is so small, how is it viable?	I	The site is 8 hectares, of which 6 hectares is planned for extraction. However, unlike traditional clay-pits we are sequentially restoring the extraction voids, so that at any one time the vast majority of the site will not look excavated. In relation to viability - it is only designed to be small to generate an income to help maintain the woodland - this does not need massive funding, so the project does not have to be large.
12	Why can't the bricks be recycled and used again as aggregate rather than thrown in landfill?	J	They will be. The recycling facility will recycle bricks/concrete/stone back into aggregate. It is not being proposed to use bricks or any other recyclable material to restore the clay pit
13	Secondly, Protreat quotes 1000 vehicles per day along Loxwood Road. I asked in the first webinar what constituted a vehicle in your traffic count? You failed to answer in the 2nd webinar. So I ask the question again, what constitutes a vehicle in your count? If there is no demand for the clay do I assume you cannot just have a recycling plant.	I	Anything motorised, so - cars, buses, lorries.
14	What if you start the project & clay extracted but then the demand for clay ceases?	K	There is a demand for the clay and there will always be a demand for this small amount of clay - it is a natural low-carbon building material and of course it has many uses other than brickmaking
15	Could you tell us all what the jobs would be. So far you have told us about 1 digger driver	B	6 to 12 jobs should be created on site, both in the clay pit and the recycling plant, plus lorry drivers
16	Have you approached the owner of the road you have access over, to see if they are willing for it to be upgraded and maintained to a level that is sustainable for the project?	L	The majority of the road is already in the ownership of the project proposer. The access rights over the small part not owned is explicit in the property deeds with the only proviso that the user pays for the upkeep and maintenance. It will be maintained to ensure that it remains suitable for use.
17	What would the 12 be doing, if there is only 1/3 of a football pitch being dug up?	B	Most of the people will be working inside the building helping to recycle materials from the incoming construction materials. There will of course be one or two office staff / management.
18	What time will the first lorry arrive and the last lorry depart and will it be active at the weekend?	M	The operational hours are 8am to 6pm Mon to Fri. Site activity may take place Saturday mornings but vehicle movements are not planned
19	Can you please say where the building you refer to will be placed	B	The location was shown in the 2nd webinar slides. The building is in the north west of the plot, where it can be well shielded from anything but very short distanced views by the surrounding trees, but well away from the root protection zone of the adjacent woodland
20	So based on 6 people working on site there will be 54 vehicle movements per day (42+12) or 324 per week (54x6) OR 12 people working on site would result in 396 vehicle movements per week is this correct	D	Max 42 HGV movements per day (21 vehicles) so max 210 movements per week. Vehicle going into site is 1 movement, coming back out is another movement. We will encourage sustainable travel to work by bicycle or on foot, or car-share, so car movements cannot be taken for granted or estimated. But, employees cars will not travel through the woodland to the development site. See the attachment emailed after the last webinar, which explains how vehicle movements have been calculated.
21	If it is not proposed to use bricks to restore the clay pit, why was Barrie showing photos of bricks that will be taken there as waste? Why can't these bricks be recycled? There seems to be a contradiction here.	J	There is no contradiction. The bricks shown were part of the incoming waste. Bricks will be separated from the incoming materials along with other recyclables and taken back off site (as part of the 42 vehicle movements) for re-use or recycling, or for use as aggregates elsewhere. This is more efficient and provides lower vehicle emissions than transporting 100% of materials to/from a site that cannot reuse any of the materials at that site.
22	Do they think they have the right to upgrade it without the consent of the owner?	L	As above - the road does not necessarily need to be upgraded to a great degree, and an absolute legal right of way over the road exists, so does not need the consent of the owner



23	Chris, it's not helpful answering questions in private. Thank you for clarifying, but this point is not clear at all in what's been said.	J	We were endeavouring to answer as many questions as we could at the time. What we found during the second webinar was that when the questions were 'public' a reply just lead to many more questions being asked about the same thing, by people looking to spot an anomaly in the response, so we quickly became 'swamped' and could't answer ANY questions in real time. By doing it in 'private' we were trying to provide a better service and to respond to more people at the time.
24	That does not answer my question 42+12 = 42 lorry movements + 12 vehicle movement(6 people) to transport those that are working at the site is a minimum. If 12 people on site that then will be 42 +24 So please confirm my undersatnding is correct 396 vehicle movements per week	D	See answer to Q20
25	I have to say those noise contours are worse than I would have expected...	F	We would encourage you to look again - the outer countours of the diagram show that the site noise does not travel all that far, and the decibel level at the outer edges is very low. Don't forget too that the diagram just shows the noise from the site, at the outer edges of that diagram you will be more likely to hear noise from other sources such as the surrounding Loxwood roads than from the site. The survey confirms that the anticipated noise levels are within all allowable levels.
26	Could the recycling plant be used to process more than you need for the site with the remaining transported back out again?	K	No - the number of vehicles will be restricted by planning conditions, and there is no plan to expand
27	How many trees will be felled in creating the access track, passing places and work site ?	C	As stated many times before , the access track is existing - so no trees will be felled to create it. Passing places will be placed where we can avoid removal of trees - so very few (if any) trees will be felled. On the development site many trees are less than 5 years old, many more less than 20 and all less than c. 90 years. The older trees are oaks but this should be seen in context with the 300+ year life and that oak is often not used for construction until the tree is 150 years old. Please also recall that LCP owns the rest of the woodland and has the capacity to plant more trees than are felled - in addition - following restoration the site will be returned to a woodland - so overall throughout the life of the project, many more trees will be planted than removed
28	Is the fishing pond resulting from the 'settling' pond?	G	Possibly, this has yet to be decided.
29	If they do not travel in their own transport HOW will they arrive at the site	D	As mentioned above - on foot, by bicycle or car-share will be encouraged. A small shuttle bus may be provided
30	Will plants and trees grow in the material which you recycle?	G	Yes they will. In addition we will be keeping back the layers of topsoil to reutilise during the restoration
31	You keep saying it's a small development so what is the return on investment for the owners at it's current scale? Is it worth it? What's stopping them applying for planning to expand once the site is up and running?	N	As discussed - it's not meant to be a huge money-spinner. The small scale of the project and the small income will help to pay the £1 million of woodland upkeep during the next 30 years. Without it, it may be necessary to fence off the entire woodland and cease to maintain it, thereby preventing access to anyone. As stated many times, there are NO plans to expand
32	Where is the clay being transported to be processed?	L	Clay has to be stockpiled to weather before use. All clay has to be processed for it can be used but the process depends on the use.
33	Could you show a picture of the vegetation which will grow in the recycled area?	G	It will be replanted with deciduous woodland - mainly oaks - so it will look like the remainder of the woodland.
34	And my other question that you missed. What is stopping the owner applying for planning to expand or change it's purpose once the site is operational?	N	There is nothing stopping the owner from doing this - however, as stated many times - there are NO plans to expand this operation
35	Can you please confirm your current assessments of large vehicle movements on and off the site per day? Will this be 5, 6 or 7 days a week? Is it 52 weeks a year? What would be the operating hours? Thank you	O	There will be max 42 HGV movements per day - 5 days a week, probably around 50 weeks of the year - there are no plans to operate vehicles on the weekends as things stand. The operating hours are 08:00 to 18:00
36	Why are you spending so much time and effort on such a "small scale development" ?	P	As mentioned above - the scale of the project is designed to be large enough to help pay for the maintenance of the woodland whilst being as small as possible to minimise any environmental impacts
37	What type of lorries will be used to transport the clay away from the site?	Q	These were shown in the document 'Vehicle Movement Scenarios' circulated to everyone who attended the webinar - the clay will be moved in vehicle 3
38	1 digger on site = 1 job created. Have I understood this correctly?	P	No. Most of the jobs are inside the recycling plant
39	I dont think you've menentioned an employees car park until now. Did I miss that part?	P	Car parking was mentioned during the 2nd webinar. Cars could be parked on the land adjacent to the layby
40	Please share pictures of all the different types of lorries, not just the smallest one you propose to use.	Q	This was in the 'Vehicle Movement Scenarios' document circulated to all attendees on 18th December
41	The site building that you refer to is just over 15000 sq ft in size. Not sure that I would agree that this is small.	P	In our view it is small, and for a recycling operation, it is small.
42	The issue with vehicle size is still the width of Loxwood rd. It is clearly unsafe to have so many lorries of any size. Not just Loxwood clay pit lorries but other large vehicles using the road. It scares me to have to use this route every day for the rest of my driving days. Who will clear the mud from the highway? It is an accident waiting to happen.	R	Loxwood road already has many HGVs travelling along it both ways, and to date none have collided together as far as we are aware, as the road is safe for such movements. The site will incorporate wheel-cleaning facilities to ensure mud is not dragged onto the highway - this is quite common elsewhere
43	Can we have a webinar run by the Loxwood residents where we get to control the presentation content and which questions are asked of you? These sessions have been extremely one sided to work in your favour.	N	Please feel free to run one. We set up the webinars to try to answer all the questions that we could see were being raised, and we also had Q&A sessions at the end of each one where anyone could ask a question. We have also circulated responses to written questions - like this one- after each webinar. We don't see this as one-sided at all. If you look closely at the three webinars we are sure you will find most of the answers you perhaps seek. Any more questions can be asked to the email address given at the end of the webinar
44	Where are the documents going to be sent as we have received no hard copies of anything and we live in the Loxwood Road	S	Documentation was sent by email to all those who registered for any of the 3 webinars, on the 18th December. As you attended the webinar, you registered using your email address and so the documents issued after the webinar would have been sent to that email address.
45	Useful meeting thank you	G	Thank you !