



Mr Andrew Thompson
Planning Officer
County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Our Ref: D130000/13PP

Your Ref:

Date: 11th November 2011

Dear Andrew,

BRITISH GYPSUM LTD ROBERTSBRIDGE SITE, MOUNTFIELD, EAST SUSSEX – PLANNING APPLICATION FOR PROVISION OF A STRATEGIC DESUPLHOGYPSUM (DSG) STORAGE AREA AND ASSOCIATED DEVELOPMENT FOR A PERIOD OF TEN YEARS, WITH SUBSEQUENT RESTORATION TO LOCALLY OCCURRING HABITATS AND LANSCAPE FEATURES, AT THE FORMER READY MIXED CONCRETE (RMC) SITE

PROVISION OF ADDITIONAL INFORMATION IN RESPECT OF VEHICLE MOVEMENTS

We write on behalf of our client, British Gypsum Ltd ('British Gypsum'), to provide additional information in respect of vehicle (HGV) movements associated with restoration proposals forming part of the above stated planning application, which was formally validated by East Sussex County Council (ESCC) on 10th November 2011.

In order to beneficially restore the site following cessation of the proposed DSG storage operations (in 10 years time), it would be necessary to import restoration soils to improve ground condition, and to allow for the site to be beneficially restored to locally occurring habitats (woodland and heathland), as detailed within the planning application. British Gypsum considers that the importation of restoration soils would not have an adverse impact upon the local highway network or the amenity of the local community. The reasoning for this judgement is set out in the remainder of this letter.

The HGV movements (in and out) of the Robertsbridge site peaked at 785 per week in 2005/2006 and, importantly, there is no known history of complaints from the local community with regard to HGV movements, dating back to the peak in 2005/2006. At present (2010 figures), two-way HGV movements average at approximately 433 per week and this has been the approximate average for the past four years.

It is anticipated that the proposed importation of restorations soils would create an additional 275 two-way HGV movements per week respectively (based on a 5.5 day working week). The additional HGV movements would take place over a **temporary period of 8 months** and would increase HGV movements to an average of 708 per week. For the avoidance of doubt, this calculation is based on present (2010) figures. Therefore, it should be considered that the proposed restoration operations would not take place for a further 10 years and the figures may vary over time.

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British Gypsum acknowledges that the proposed restoration operations will bring about a temporary increase in vehicle movements. However, it should be considered that:

- the vehicle movements are necessary in order to **beneficially restore** the site and, on this basis, the additional HGV movements are considered necessary and justified;
- the total HGV movements would still be **10% lower** than the peak of 785 per week in 2005/2006 (based on 2010 figures); and
- to re-iterate, there is **no history of complaints** from the local community with regards to HGVs associated with the Robertsbridge site, even during the peak in 2005/2006.

In light of the above, it is considered that there is unlikely to be a significant additional impact upon amenity or the local highway network, as a result of the restoration proposals.

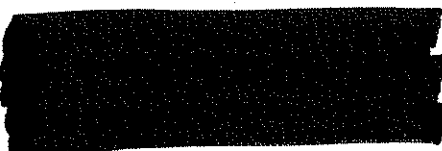
In addition, it should be considered that the Highways Authority has stated that there are no capacity issues on the local highway network, which is stated within the Environmental Impact Assessment (EIA) Screening Opinion issued by ESCC on 24th October 2011. Furthermore, the proposed importation of soils would be subject to a Lorry Management Plan, including the following management/mitigation measures:

- defined source of restoration material;
- designated route to/from the Robertsbridge site, avoiding sensitive locations, such as Battle and Mountfield;
- new/additional signage to define the route;
- route monitoring; and
- financial penalties for any contravention of the route.

The Lorry Management Plan would be formalised / secured through a legal agreement between British Gypsum and ESCC.

We trust that the contents of this letter provide the required additional information in respect of vehicle movements.

Yours sincerely
for **URS Scott Wilson Ltd**



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