

Mountfield Parish Council comments 07.10.2020 and respective British Gypsum responses (in blue text) below dated 12.10.2020 (Revision A - revised as noted on page2)

Mountfield Parish Council will only make general comments on this application, we are unable to make a decision as the specifications on the application are inadequate.

- Much more detail is required regarding the application's impact on Dark Skies which are an important component to the beauty of the High Weald AONB and the quality of life to Mountfield residents.
British Gypsum comment: All luminaires have 0% upward light, achieving a 0% upward light, surpassing sky glow and dark sky compliance requirements. This complies with a light pollution study typically used for BREEM to demonstrate compliance.

- Where lighting levels are stipulated in planning applications, these should be stipulated in Lumens (the true measure of light intensity) and not in Watts, which has been the practice in the past.
British Gypsum comment: In practise we state both Wattage and lumens as they relate to different things. The post top Luminaire 'ref A' has a lumen output of 32,590 and the wall mounted Luminaire 'ref B' has a lumen output of 1,453. However, the key measure in this instance is the Lux levels, which is the representation of light being emitted from its source interacting with its environment. The plan view (on external lighting layout) with the contour lines illustrates the cut-off of the luminaires or the light spillage at 1 lux which for this project has been carefully considered.

- Conditions must be put in place to monitor lighting.
- The High Weald AONB is campaigning for IDA "Dark Sky Landscape" status.

British Gypsum comment: British Gypsum are a responsible company who take such matters and the potential environmental effects of their buildings and business seriously. Consideration will be given to put in place reasonable monitoring procedures and therefore we request more detail on this and ask that it be a requirement under a planning condition of the consent.

- There appears to be no specification for the surface of the large area of parking and turning.

British Gypsum comment: Parking area surface will be hardstanding/paving – some asphalt and some concrete surfaces.

- Flood Risk Damage (FRA) and Drainage Strategy Report (106 pages long) – the phrase "run-off" suggests it is non-permeable, which in theory would produce artificial peaks of stormwater into the River Line, implies zero hydraulic retention of storm water into the surrounding natural environment.

British Gypsum comment: Non- permeable is correct as surface will be hardstanding/paving.

Further British Gypsum comments:

FRA report Section 7.8 -The premise behind the surface water drainage system for new service depot and parking

area is that rain falling on to the paving and roof areas will be collected and channelled via gullies and downpipes to an underground attenuation tank, which will have a flow control device to allow water to enter the culvert at a reduced greenfield rate.

FRA report Section 7.10- Below ground pipework will run from the building, entering a sealed crate attenuation

structure located just to the east of the building underneath the proposed hard standing area. The pipe outlet from the attenuation structure will then link via an outfall pipe to the culvert to the east in the vicinity of manhole W3. The outflow rate from the attenuation structure will be limited to the greenfield runoff rate

by use of a Hydrobrake or similar flow control device. Water will then discharge into the ditch as per the existing situation.

- We have no idea if there are adequate precautions to avoid diesel/fuel spillage into the River Line and landscape.

FRA report Section 7.12 - In order to minimise the risk of sediment ingress into the grate attenuation, trapped gullies will be used and catchpits (sediment forebays) will be installed on the upstream manholes as recommended in the CIRIA SUDS Manual. For the hardstanding there will also be a bypass interceptor installed to collect oils, sediment and gross pollutants. The Hydrobrake manhole will have a sump which acts as a secondary capture point on the drainage system, thereby maintaining water quality prior to discharge to the culvert.

- You will see from the above that Mountfield Parish Council have serious concerns about this application.
British Gypsum comment: British Gypsum believe with the responses provided above, the Mountfield Parish Council general comments dated 07.10.2020 have been addressed and clarification provided sufficient such that the comments cannot be considered as an 'objection'.

British Gypsum believe that their legal duty has been addressed in the application.

Statement end.

Revision A – issued 12.10.2020.

- A MOT bay is shown on the application plans – does this mean that British Gypsum are offering this service to outside haulage contractors? This will mean a huge increase in heavy vehicles through Mountfield.

British Gypsum comment: Design and access statement section 2.1 'British Gypsum own a fleet of Scania Trucks. Traditionally they would ask other companies to MOT and service their trucks. However British Gypsum Ltd are evolving how they work. Their business model for now and the future is moving in a different direction. Therefore, they can see potential to utilise their current site to their advantage by constructing a service depot. The local area will benefit from reduced truck movements on and off of site. The service is not offered to outside haulage contractors.

Revision A end.