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**From:** Paul Goddard  
**Sent:** 15/09/2010 12:33:59  
**To:** Nicholas Roberts (Newbury)  
**CC:** Hazel Evans  
**Subject:** RE: 10/01695/COMIND AWE

[Nick, thank you for your email.](#)

[I do not consider this arrangement to be ideal, however considering the low level of HGV movements I will not be objecting, regards](#)

Paul Goddard  
Highways Development Control Team Leader  
Highways and Transport  
West Berkshire Council  
Tel: 01635 519207

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**From:** Nicholas Roberts (Newbury) [mailto:nicholas.roberts@rpsgroup.com]  
**Sent:** 09 September 2010 16:59  
**To:** Paul Goddard  
**Cc:** Hazel Evans  
**Subject:** 10/01695/COMIND AWE

Paul,

I am writing with respect to the last paragraph of the attached Memorandum that states:

I do have one area of concern from Section 1 paragraph 1.34 being that much of the construction traffic will proceed to the western construction enclave and then return onto the A340 to proceed to the actual construction site. This results in construction traffic being higher on the A340 from Aldermaston Gate to Paices Hill than what it otherwise would be. I would like this to be reconsidered with construction traffic proceeding direct to the construction site or being able to pass through AWE to the site.

In response I would comment as follows:

It is not possible for construction traffic to proceed direct to the construction site (central construction enclave) as vehicles need to be searched in the search area at the western construction enclave before they can enter the construction site.

It is not possible for construction traffic to access the construction site through the western construction enclave as there is no connection between the western construction enclave and the central construction enclave.

It is not possible for construction traffic to access the construction site via the main AWE site as the vehicle search that construction vehicles undergo is not sufficient to allow access to the main site, just the construction areas.

Accordingly, the proposed access strategy is the only available option.

Notwithstanding this, the average number of HGVs that are predicted to be generated during construction is 9 HGVs per day. This equates to just over 1 HGV per hour. Even during the peak three months of HGV trip generation, the average number will be 29 HGVs per day. This equates to 4 HGVs per hour. Such trip generation is considered negligible and will not have an adverse impact on Paices Hill particularly as, in line with the Code of Construction Practice, HGVs will not be accessing the construction site within the peak periods.

I trust this relieves your concerns although if not then please do not hesitate to contact me.

Regards,

Nick

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