

**From:** Nicholas Roberts (Newbury)  
**Sent:** 14 January 2010 13:04:59  
**To:** Paul Goddard; Clive Inwards  
**Subject:** 09/02396/COMIND AWE

Paul / Clive,

We are writing in response to queries raised in Paul Goddard's Memorandum to Clive Inwards dated 12th January 2009 (we suspect this should read 2010) on planning application 09/02396/COMIND.

We can confirm that the construction HGV peaks resulting from the application will take place following the completion of NOA. Having regard to this, no construction impact from NOA has been assessed. HEFF will still be under construction at this time although it is predicted that this will only generate 3 HGVs per day. This HGV traffic has not been allowed for within the assessment as the construction impact was assessed a year later when overall construction traffic from the planning application is predicted to peak and by which time HEFF is predicted to have been completed. Notwithstanding this, it is considered that the addition of 3 HGVs per day to the network, particularly having regard to the 'worst case' assumptions that have been applied, have negligible impact on the results of the ES / TA.

The construction vehicle movements shown on Figure 9-3 of the ES do not replicate the predicted construction trip generation of 718 movements per day for the reasons set out in the second paragraph of Section 9.7.1.2, which is replicated below.

It should be noted that construction worker and management vehicular trips have not been added to the future year flows. This is because at the time the 2008 baseline traffic data was collected, there were approximately 440 cars parked in the construction car park resulting from ongoing construction activity at AWE. This is substantially more than the 280 from the Proposed Development cars that are predicted to be using the car park at the peak of construction in 2012. Accordingly, construction worker and management trip generation has therefore already effectively been included within baseline traffic. Indeed baseline traffic therefore includes some 160 cars over and above that which will actually be generated. Again therefore, a worst case situation has been assessed.

Hopefully this explains the discrepancy although if you require further explanation then please do not hesitate to contact us.

Finally, as requested, we will forward a spreadsheet showing predicted construction and operational traffic levels once we have had chance to amalgamate various components into one spreadsheet .

I trust this provides you with sufficient information for your current purposes although should you require anything further then please do not hesitate to contact me.

Regards,

Nick

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