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**From:** Paul Goddard  
**Sent:** 09/09/2010 10:44:40  
**To:** Hazel Evans  
**CC:** nicholas.roberts@rpsgroup.com  
**Subject:** 10/01695/COMIND AWE  
**Attachments:** 01695 100909 AWE Aldermaston - Hydro facility - memo.doc; 01695 100908 AWE.xls

Hazel, please find attached, best wishes

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

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# MEMORANDUM

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**To:** Hazel Evans  
Senior Planning Officer  
**Our Ref:** 10/01695/COMIND  
**From:** Paul Goddard  
Highways Development Control  
**Your Ref:** 10/01695/COMIND  
Team Leader  
**Extn:** 2227  
**Date:** September 9<sup>th</sup> 2010

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## **AWE Aldermaston**

### **Planning Application: 10/01695/COMIND**

#### **Proposed replacement hydrodynamics research facility**

According to the DEEA Volume 1 Section 6, the proposal will take from year one to year four to construct. Installation of equipment within the new building will commence from year two to year five with commissioning from year three to year five.

The Proposed Development will provide a total of 16,907 sqm, comprising a 14,176 sqm operations Building, a 2,515 sqm administrative and welfare Support Building and a 216 sqm Electrical Substation. The Proposed Development will provide a hydrodynamics research facility that will replace activities carried out elsewhere within AWE Aldermaston. It is estimated that up to 50 operational staff will work in the building, all of whom currently work at AWE Aldermaston.

A condition will need to be applied to ensure that the current buildings are demolished upon occupation of the proposed.

Staff travel to and from the site is subject to the Travel Plan produced with planning application 06/02326/COMIND for the New Office Accommodation (NOA) or Gemini buildings.

According to the DEEA Chapter 1 the proposal will take some five years to construct with an average of 245 construction workers. During the construction process, according to the DEEA Section 9, It is estimated that during the peak of construction 354 construction car and van movements (comprising 344 construction worker car and 10 van movements), and 80 construction HGV movements, will be generated each day at the peak of construction.

There have already been in recent years a level of construction traffic associated with other AWE construction projects, particularly with the laser test facility Orion and the New Office Accommodation (NOA) or Gemini buildings approved early 2007 with planning application 06/02326/COMIND.

During March 2008, the following levels of construction vehicle movements were observed. Such projects such as Orion would have been underway along with commencement of Gemini:

Construction traffic	AM peak 08.00 to 09.00 (arriving + departing)	PM peak 17.00 to 18.00 (arriving + departing)	Daily (arriving + departing)
Small vehicles (cars and vans)	69	76	760
HGV's	21	1	134

The New Office Accommodation (NOA) or Gemini buildings were projected at its peak during 2008 / 2009 to have the following:

Construction traffic	AM peak 08.00 to 09.00 (arriving + departing)	PM peak 17.00 to 18.00 (arriving + departing)	Daily (arriving + departing)
Small vehicles (cars and vans)	260	260	1040
HGV's	6	6	72

According to the DEEA Volume 1 Section 9 Transport, construction traffic overall will peak during 2013 with the following:

Construction traffic	AM peak 08.00 to 09.00 (arriving + departing)	PM peak 17.00 to 18.00 (arriving + departing)	Daily (arriving + departing)
Small vehicles (cars and vans)	144	139	415
HGV's	15	4	55

As with previous proposals such as Orion and Gemini, 64 % of HGV's will travel north along the A340 with the remainder going south along the A340 into Hampshire. Therefore during the 08:00 to 09:00 peak, it is projected that there will be 11 HGV movements north along the A340 with 4 south. The route for construction HGV traffic is along the A340 north and south

Orion and Gemini are now generally completed, and therefore it can be concluded that construction traffic levels have been higher in recent years than what will be generated by this proposal. I therefore consider that the lower levels of construction traffic can be accommodated on the network.

It also needs to be stated that even if there was an increase, considerable improvements have been made to the highway network within the vicinity of the AWE with the New Office Accommodation (NOA) or Gemini planning application 06/02326/COMIND.

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.

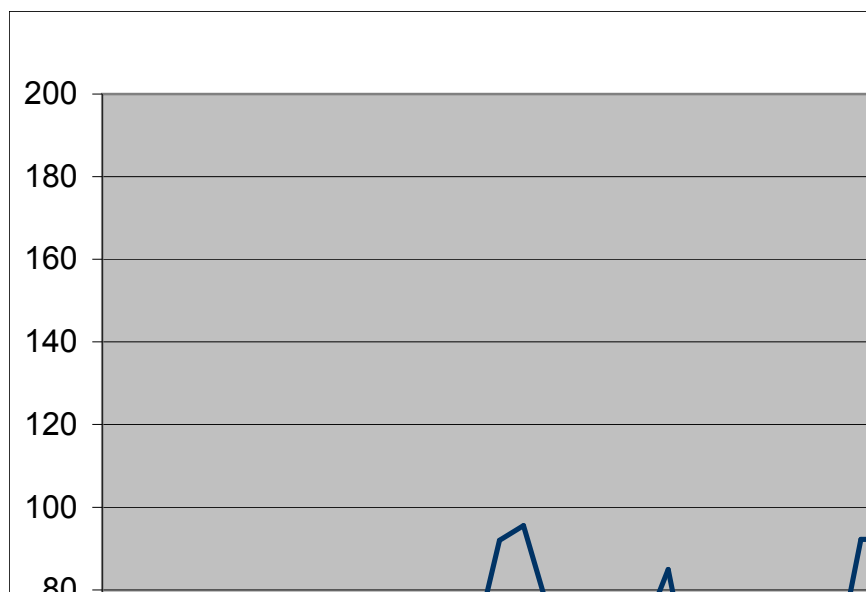
**Paul Goddard**  
**Highways Development Control Team Leader**

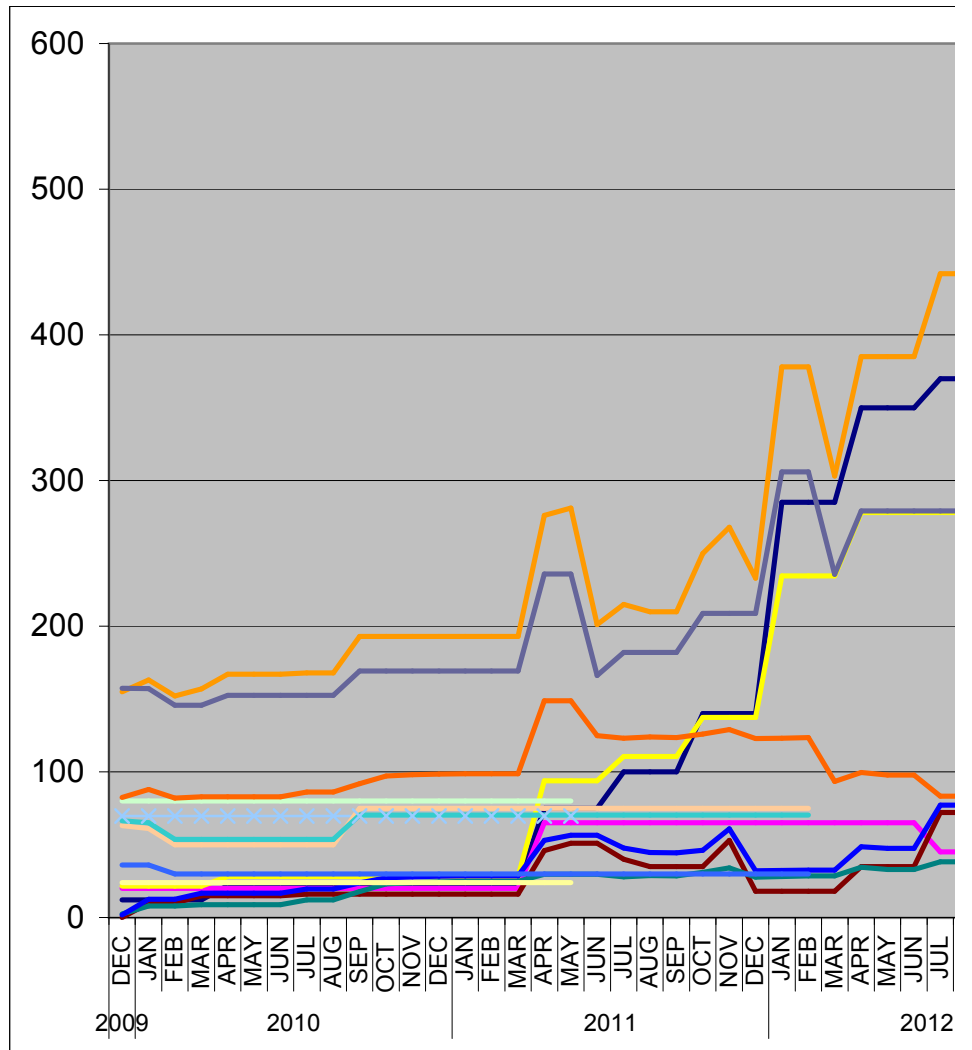
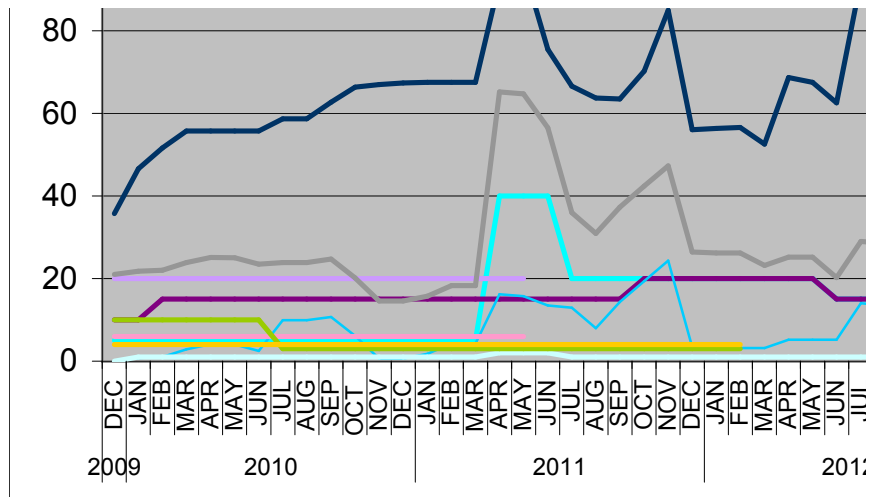
Project	Aug-09	2010		2011		2012		2013		2014		2015		2016	
		MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP
PEGASUS	Construction Cars per day	21	28	28	111	235	278	271	178	117	64	67	94	67	80
	Construction HGVs per day	5	5	5	20	20	15	15	15	15	10	10	10	10	10
	Construction Light Vans per day	15	15	15	15	20	15	15	15	15	10	10	10	10	10
HYDRUS	Construction Cars per day	17	24	29	44	33	77	143	93	153	139	35			
	Construction HGVs per Day	3	11	4	14	3	7	23	12	14	9	1			
	Construction Light Vans per day	1	1	1	1	1	1	2	2	4	4	0			
HEFF	Construction Cars per day	54	70	70	70										
	Construction HGVs per day	10	3	3	3										
	Construction Light Vans per day	4	4	4	4										
TOTAL	Total Construction Cars per day	92	122	127	225	268	355	414	271	270	203	102	94	67	80
	Total Construction HGVs per day	18	19	12	37	23	22	38	27	29	19	11	10	10	10
	Total Construction Light Vans per day	20	20	20	20	21	16	17	17	19	14	10	10	10	10

2017	
MAR	SEP
80	80
10	10
10	10
80	80
10	10
10	10

**HYDRUS ACCUMULATED VOLUMETRICS- REV 5 - 04 Sept 09**

Project		2009		
		DEC	JAN	FEB
PEGASUS	Construction Labour	12	12	12
	Site Based Construction Mgt	20	20	20
	Car Parking (67%)	21	21	21
	HGV's per day	5	5	5
	Light Vans per day	10	10	15
HYDRUS	<b>Construction Labour</b>	<b>0</b>	<b>10</b>	<b>10</b>
	<b>Site Based Construction Mgt</b>	<b>2</b>	<b>8</b>	<b>8</b>
	<b>Car Parking Daily Average (70%)</b>	<b>2</b>	<b>13</b>	<b>13</b>
	<b>HGVs per Day</b>	<b>0</b>	<b>1</b>	<b>1</b>
	<b>Light Vans Per Day</b>	<b>0</b>	<b>1</b>	<b>1</b>
ORION	Construction Labour	80	80	80
	Site Based Construction Mgt	24	24	24
	Car Parking (67%)	70	70	70
	HGV's per day	6	6	6
	Light Vans per day	20	20	20
HEFF	Construction Labour	63	61	50
	Site Based Construction Mgt	36	36	30
	Car Parking (67%)	66	65	54
	HGV's per day	10	10	10
	Light Vans per day	4	4	4
ACCUMULATIVE	Construction Labour	155	163	152
	Site Based Construction Mgt	82	88	82
	Car Parking (67%)	157	157	146
	HGV's per day	21	22	22
	Light Vans per day	36	47	52



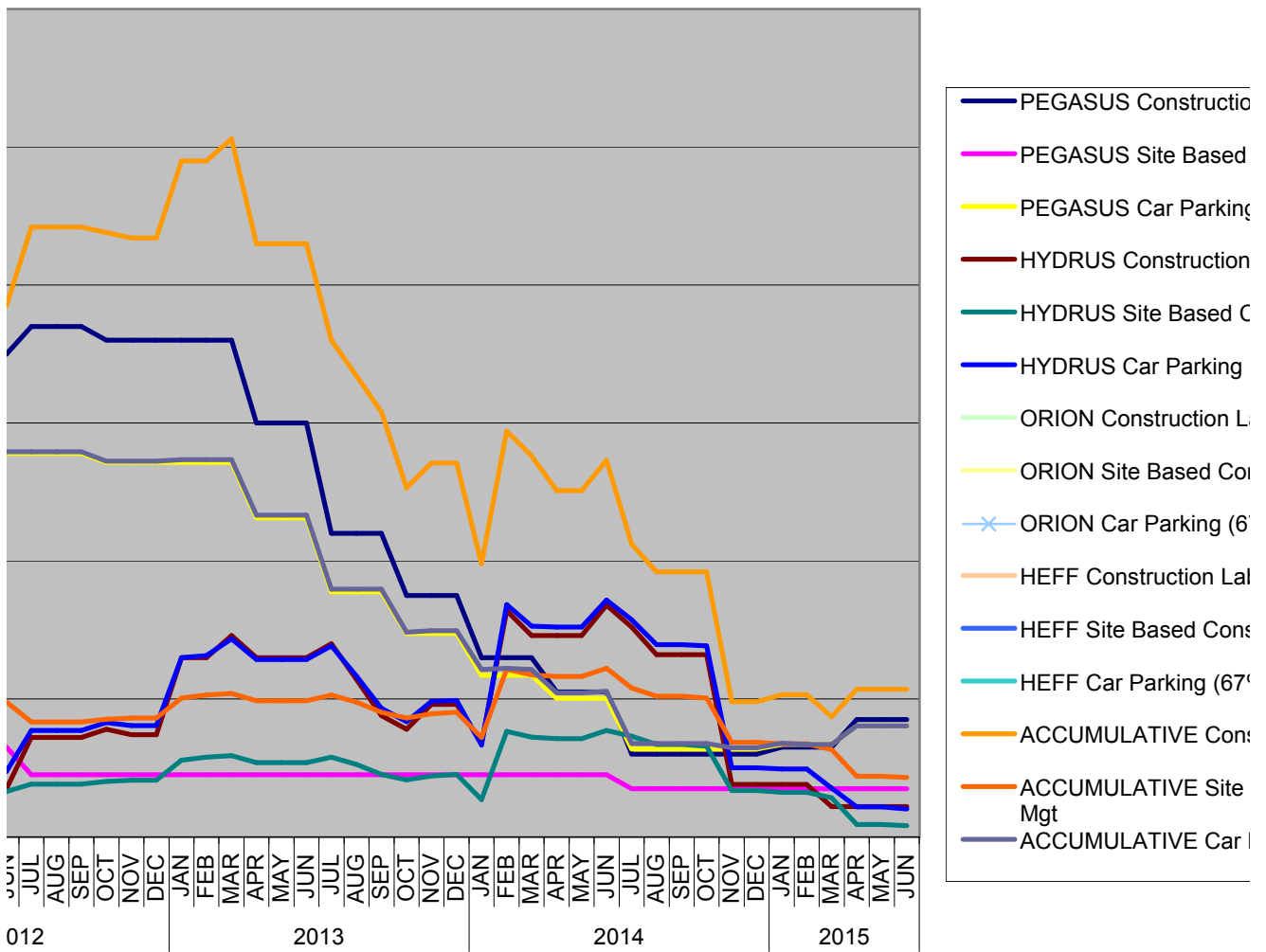
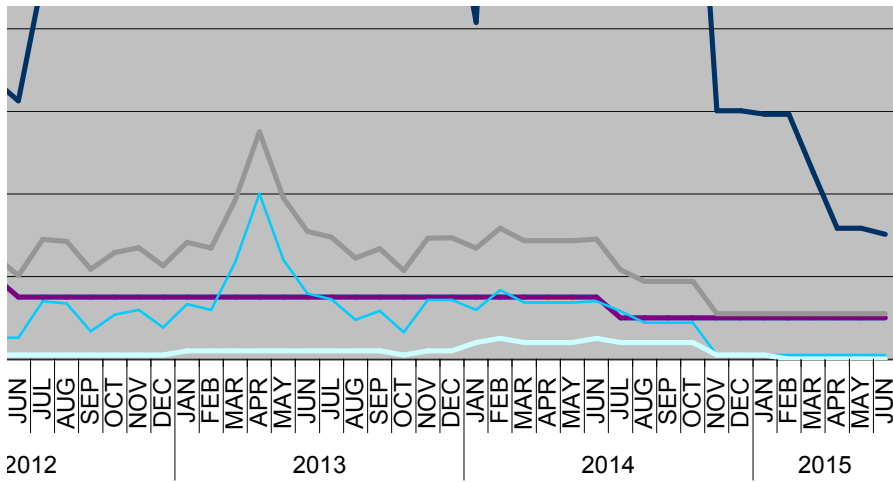




Hydrus Car Parking Revised to 70%, Original Project Daily Averages for Loght Vans

2010								
MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
12	22	22	22	22	22	22	22	22
20	20	20	20	20	20	20	20	20
21	28	28	28	28	28	28	28	28
5	5	5	5	5	5	5	5	5
15	15	15	15	15	15	15	15	15
15	15	15	15	16	16	16	16	16
9	9	9	9	12	12	18	23	24
17	17	17	17	20	20	24	27	28
3	4	4	3	10	10	11	6	1
1	1	1	1	1	1	1	1	1
80	80	80	80	80	80	80	80	80
24	24	24	24	24	24	24	24	24
70	70	70	70	70	70	70	70	70
6	6	6	6	6	6	6	6	6
20	20	20	20	20	20	20	20	20
50	50	50	50	50	50	75	75	75
30	30	30	30	30	30	30	30	30
54	54	54	54	54	54	70	70	70
10	10	10	10	3	3	3	3	3
4	4	4	4	4	4	4	4	4
157	167	167	167	168	168	193	193	193
83	83	83	83	86	86	92	97	98
146	152	152	152	152	152	169	169	169
24	25	25	24	24	24	25	20	15
56	56	56	56	59	59	63	66	67





	2011							
DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
22	22	22	22	75	75	75	100	100
20	20	20	20	65	65	65	65	65
28	28	28	28	94	94	94	111	111
5	5	5	5	40	40	40	20	20
15	15	15	15	15	15	15	15	15
<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>46</b>	<b>51</b>	<b>51</b>	<b>40</b>	<b>35</b>
<b>24</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>28</b>	<b>29</b>
<b>28</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>53</b>	<b>57</b>	<b>57</b>	<b>48</b>	<b>45</b>
<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>8</b>
<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>
80	80	80	80	80	80			
24	24	24	24	24	24			
70	70	70	70	70	70			
6	6	6	6	6	6			
20	20	20	20	20	20			
75	75	75	75	75	75	75	75	75
30	30	30	30	30	30	30	30	30
70	70	70	70	70	70	70	70	70
3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4
193	193	193	193	276	281	201	215	210
98	99	99	99	149	149	125	123	124
169	169	169	169	236	236	166	182	182
15	16	18	18	65	65	57	36	31
67	68	68	68	92	96	76	67	64

per day  
 ans per day  
 er Day  
 ns Per Day  
 day  
 per day  
 ay  
 er day  
 HGV's per day  
 Light Vans per day

Construction Labour

Site Based Construction Mgt

Car Parking (67%)

Construction Labour

Site Based Construction Mgt

Car Parking Daily Average (70%)

Construction Labour

Site Based Construction Mgt

Car Parking (67%)

Construction Labour

Site Based Construction Mgt

Car Parking (67%)

TIME Construction Labour

TIME Site Based Construction

TIME Car Parking (67%)

SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
100	140	140	140	285	285	285	350	350
65	65	65	65	65	65	65	65	65
111	137	137	137	235	235	235	278	278
20	20	20	20	20	20	20	20	20
15	20	20	20	20	20	20	20	20
<b>35</b>	<b>35</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>35</b>	<b>35</b>
<b>29</b>	<b>31</b>	<b>34</b>	<b>28</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>35</b>	<b>33</b>
<b>44</b>	<b>46</b>	<b>61</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>49</b>	<b>48</b>
<b>14</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>
<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
75	75	75	75	75	75			
30	30	30	30	30	30			
70	70	70	70	70	70			
3	3	3	3	3	3			
4	4	4	4	4	4			
210	250	268	233	378	378	303	385	385
124	126	129	123	123	124	94	100	98
182	209	209	209	306	306	236	279	279
37	42	47	26	26	26	23	25	25
63	70	85	56	56	57	53	69	68



2012								
JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
350	370	370	370	360	360	360	360	360
65	45	45	45	45	45	45	45	45
278	278	278	278	271	271	271	271	271
15	15	15	15	15	15	15	15	15
15	15	15	15	15	15	15	15	15
35	72	72	72	78	74	74	130	130
33	38	38	38	40	41	41	56	58
48	77	77	77	83	81	81	130	132
5	14	14	7	11	12	8	13	12
1	1	1	1	1	1	1	2	2
385	442	442	442	438	434	434	490	490
98	83	83	83	85	86	86	101	103
279	279	279	279	272	272	272	273	273
20	29	29	22	26	27	23	28	27
63	92	92	92	98	96	96	145	147













				2015				
SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
60	60	60	60	65	65	65	85	85
35	35	35	35	35	35	35	35	35
64	64	64	64	67	67	67	80	80
10	10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10	10
<b>132</b>	<b>132</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>22</b>	<b>22</b>	<b>22</b>
<b>67</b>	<b>66</b>	<b>34</b>	<b>34</b>	<b>32</b>	<b>32</b>	<b>28</b>	<b>9</b>	<b>9</b>
<b>139</b>	<b>138</b>	<b>50</b>	<b>50</b>	<b>49</b>	<b>49</b>	<b>35</b>	<b>22</b>	<b>22</b>
<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
192	192	98	98	103	103	87	107	107
102	101	69	69	67	67	63	44	44
68	68	65	65	68	67	67	80	80
19	19	11	11	11	11	11	11	11
149	148	60	60	59	59	45	32	32



