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**From:** Nicholas Roberts (Newbury)  
**Sent:** 09/09/2010 16:59:25  
**To:** Paul Goddard  
**CC:** Hazel Evans  
**Subject:** 10/01695/COMIND AWE  
**Attachments:** 01695 100909 AWE Aldermaston - Hydro facility - memo.doc

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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**Nicholas Roberts (Newbury)**  
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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**